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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XX.

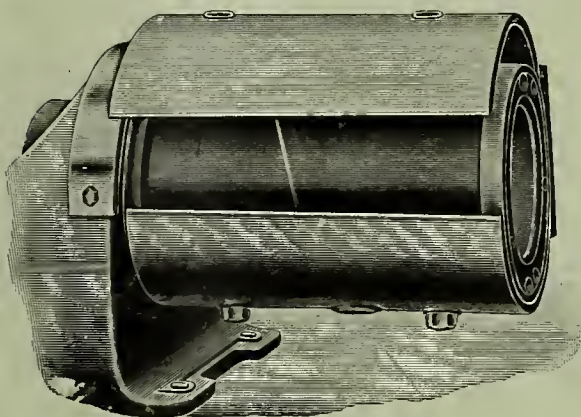
CHICAGO, ILLINOIS, AUGUST 15, 1901.

No. 2

ONE DOLLAR PER ANNUM
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Simplest Engine Built.



Davis Patent Detachable Water Jacket.

Write for Catalog

Describing a thoroughly
high grade engine combin-
ing the most modern im-
provements.

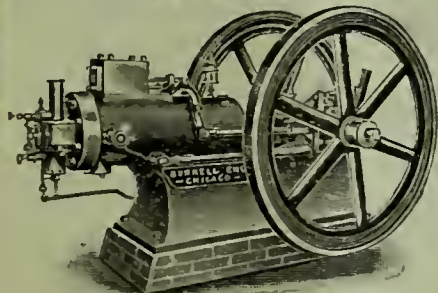
On the market eight years.
Thousands in use.

Successfully Used by Largest Elevator Lines in the Country

OMAHA, NEB.

DAVIS GASOLINE ENGINE WORKS CO., WATERLOO, IOWA.

The BURRELL ENGINE
USES GAS OR GASOLINE.



THERE IS NOTHING BETTER.
Quality High. Price Low.

SKILLIN & RICHARDS MFG. CO.,

241-247 So. Jefferson St., CHICAGO,

MANUFACTURE AND FURNISH

Modern Appliances

For elevating and conveying grain and like commodities.

ROPE, BELT AND CHAIN TRANSMISSION.

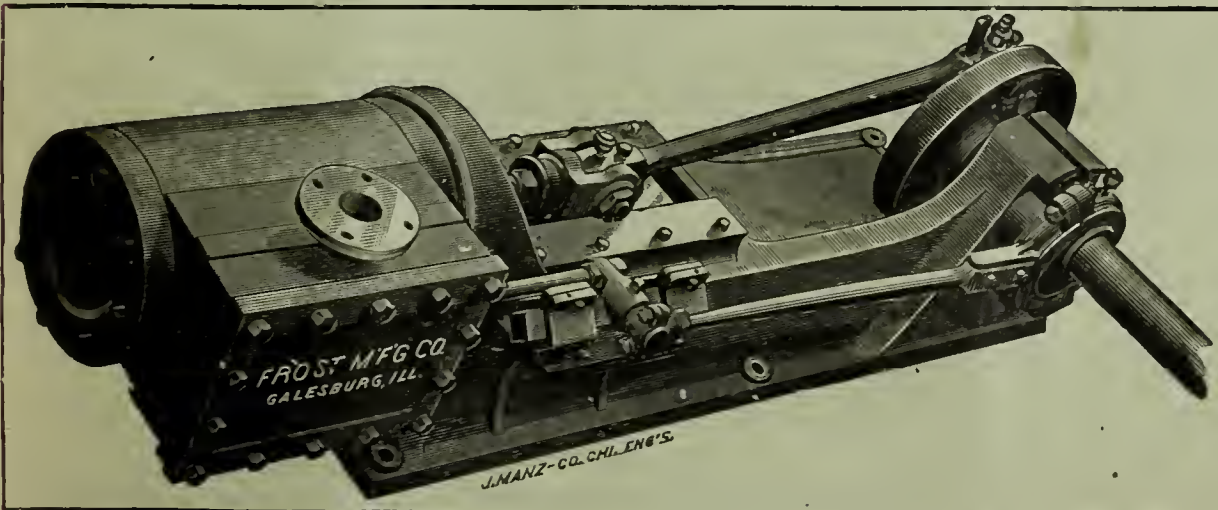
COMPLETE OUTFITS FOR LARGE OR SMALL GRAIN ELEVATORS.

"SALEM BUCKETS."
EVERYBODY KNOWS THEM.
EVERYBODY USES THEM.



Send for our catalogue.

Write us for prices.



FOR PRICES AND DISCOUNTS

—ON—

Elevator Machinery
AND SUPPLIES

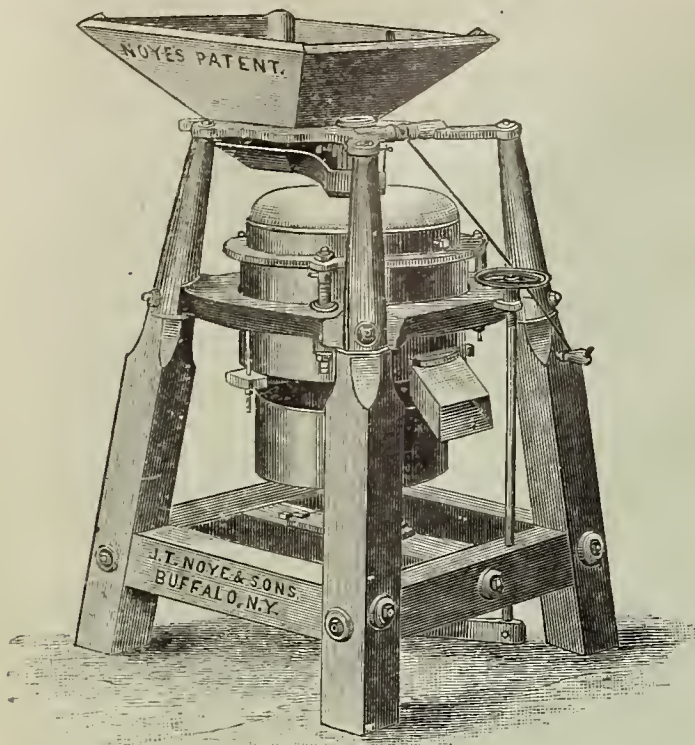
—OF—

Every Description,

EITHER STEAM OR HORSE-POWER,

ADDRESS

THE FROST MFG. CO.,
GALESBURG, ILL.



THE OLD AND THE NEW

We can suit a conservative who believes in French burr stone for

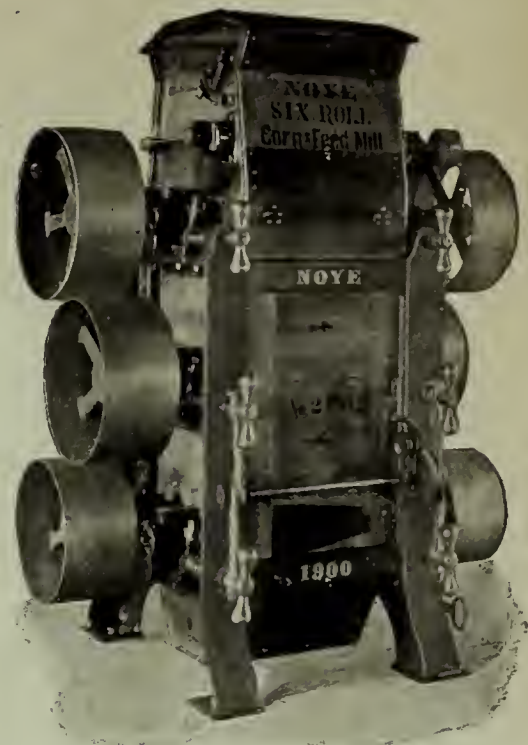
FEED GRINDING,

For we have the best stone mill on the market. We also meet and exceed the expectations of the progressive with our famous

SIX-ROLL MILL.

Grinds seventy-five bushels of fine meal per hour with fifteen horsepower. It grinds oats and cobs equally well.

Noye Manufacturing Co., Buffalo, N. Y.



ALL BELT DRIVE.

PATENT STRETCHED ELEVATOR BELTING.

Write
For
Prices.



Will
Give You
Prompt
Attention.

THE GUTTA PERCHA AND RUBBER MFG. CO.,
96 AND 98 LAKE STREET, CHICAGO.

"THE IDEAL ELEVATOR BELT."

For Elevating, Conveying and
Power-Transmitting

LEVIATHAN BELTING

Gives the best results. Holds buckets firmly and securely, and resists heaviest strains. Will do 50% more work than the best rubber belt, and will outlast three of the same. Its record for nineteen years handling grain, stone, sand, ore, coal and clay substantiates our claim. Belts warranted uniform throughout. Made of any width up to 100 inches, and any length up to one mile.

MAIN BELTING COMPANY, 1219-1241 Carpenter St., Philadelphia.
55-57 Market St., Chicago.
129 Pearl St., Boston.

SEND FOR PRICE LISTS AND SAMPLE.

A glance at our News department this month will show that hundreds of dealers have ordered new buildings, machinery and supplies during the past month. THE AMERICAN ELEVATOR AND GRAIN TRADE has hundreds of other readers who will do the same thing next month, and every succeeding month. Would it not pay you to try to secure a share of their trade?

NEARLY ALL ELEVATOR BUILDERS SPECIFY

THE GERBER IMPROVED DISTRIBUTING SPOUT

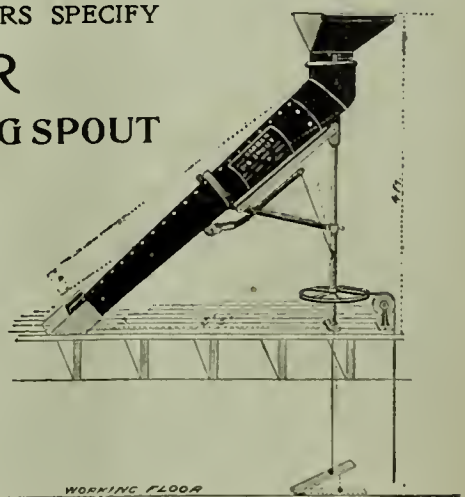
(Patented May 15, 1900.)

Because it is Reliable and
WILL PREVENT MIXING GRAIN.

TRY ONE AND BE CONVINCED.

J. J. GERBER,

Minneapolis, Minn.



WANTED:

You to know that our firm name stands for standard goods at right prices.

Grain Elevator Machinery and Mill Supplies.

Power Transmission,
Gas Engines.

Steam Engines
and Boilers.

ESTIMATES FURNISHED.

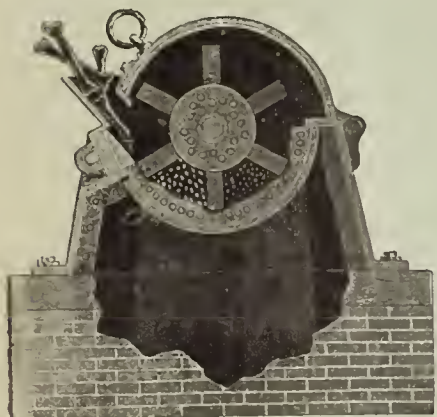
H. L. THORNBURGH & CO.,

245-247 SO. JEFFERSON STREET, CHICAGO.



Our Old Colony selected long fibre Manilla Transmission Rope embodies every point of high quality and efficiency that long experience and scientific experiment have contributed to the art of rope making. It is the one rope on the market sold absolutely on its merits, its price being always based on the market value of the best marks of Cebu Manilla hemp, of which it is made.

200-208 South Water Street, Chicago, Ill.



The Most Economical and Rapid Feed Grinder

On Earth.

The only Cob Crusher, Corn, Bran and Screenings Grinder.

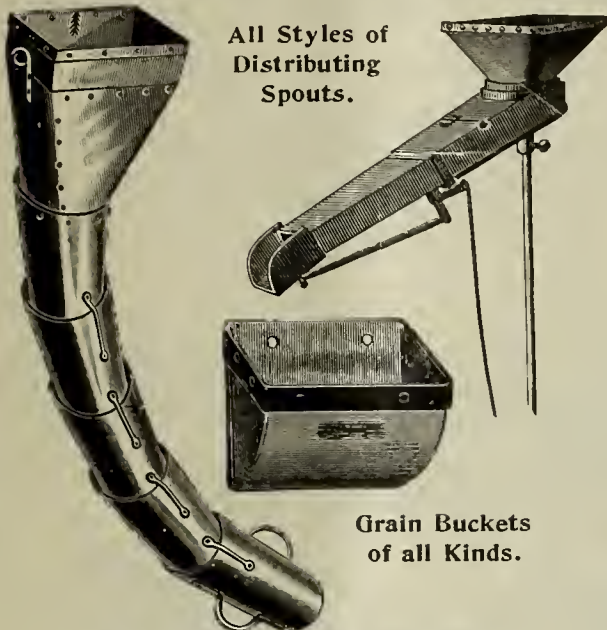
FOR PARTICULARS WRITE

THE WILLIAMS PATENT CRUSHER
& PULVERIZER CO.

2601 N. Broadway, St. Louis, Mo.
CHICAGO OFFICE, 225 DEARBORN STREET.

EVERYTHING IN THE LINE OF MILL AND ELEVATOR MACHINERY AND SUPPLIES.

SEND IN YOUR SPECIFICATIONS AND WE WILL QUOTE YOU PRICES. GENERAL CATALOGUE FREE.



All Styles of
Distributing
Spouts.

Grain Buckets
of all Kinds.

Flexible Spouts, Any Size or Length.

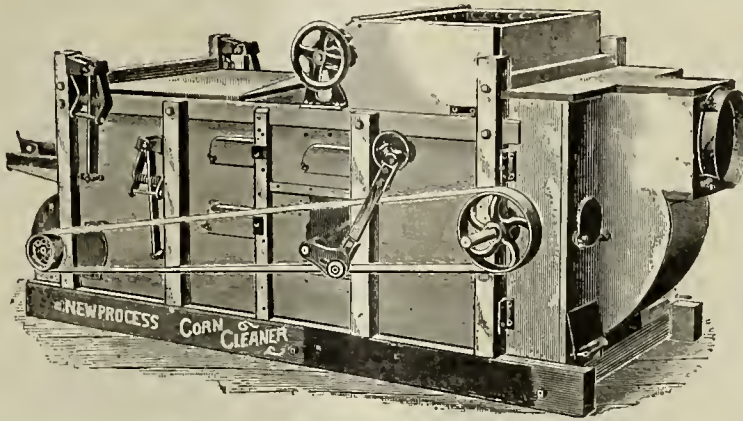


Fanning Mills and Warehouse Separators.

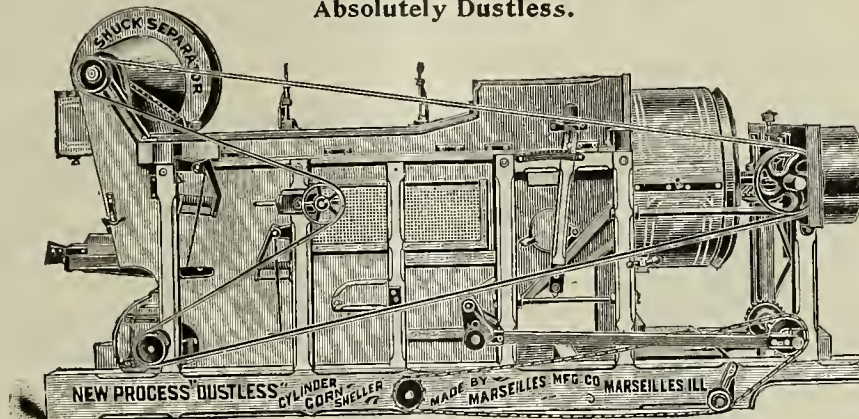
Pulleys,
Shafting,
Hangers,
Gearing,
Pillow Blocks,
Set Collars,
Sprocket Wheels,
Chain, Rubber, Cotton
and Leather Belt.

Power Transmitting Appli-
ances of Every Description.

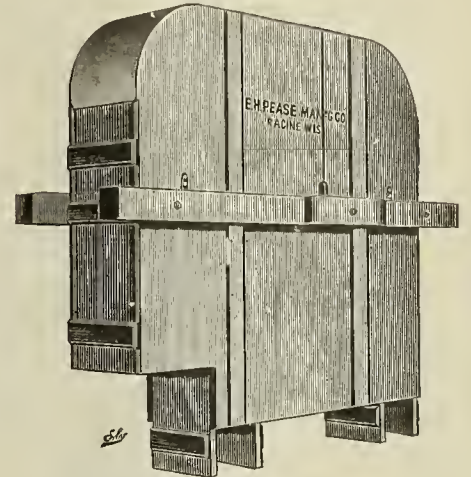
SHEET-STEEL WORK A SPECIALTY.



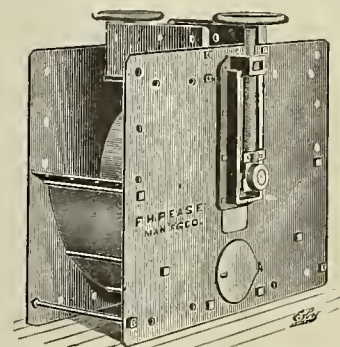
Easily Adjustable, Lightest Running,
Absolutely Dustless.



New Process Corn Shellers and Cleaners, furnished either as
Combined or Separate Machines, also with or without
Husk Separating Attachment.



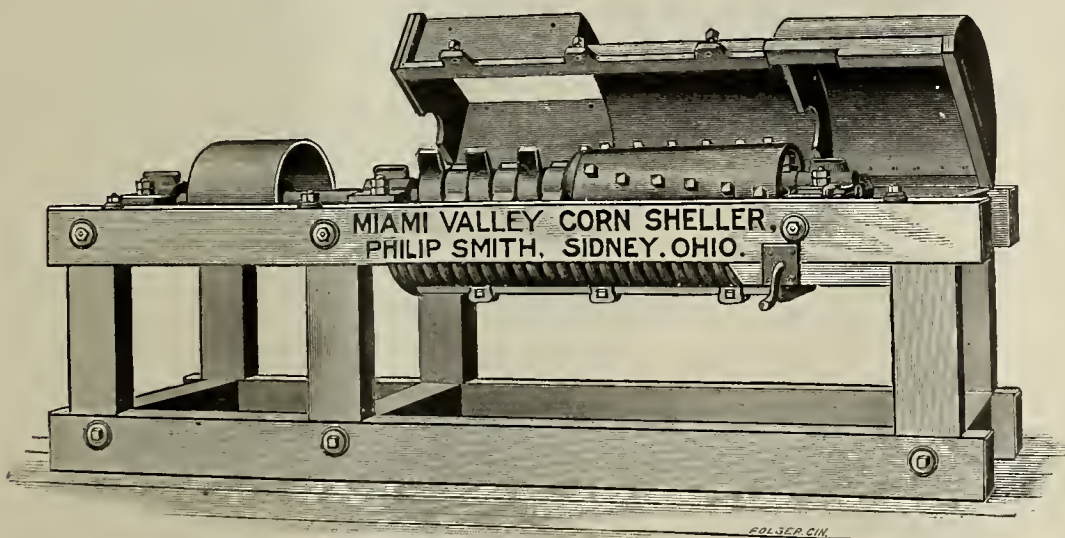
Elevator Heads,
Mechanically Perfect.



Elevator Boots, All Styles,
Wood, Steel or Cast Iron.

MARSEILLES MANUFACTURING CO.,
MARSEILLES, ILL.

THE MIAMI VALLEY CORN SHELLER



Simplest in construction; shells perfectly; gets all the corn. Can shell new corn earlier than any other sheller. The cylinder is made of hard chilled iron, cast solid on the shaft, fully balanced. This sheller is guaranteed to give entire satisfaction, and is guaranteed to do as good work as any other sheller made.

We also manufacture a complete line of Elevator Machinery, such as corn cleaners, chain drags, feeders, elevator heads and boots, conveyors, dumps and mill and elevator supplies of all kinds.

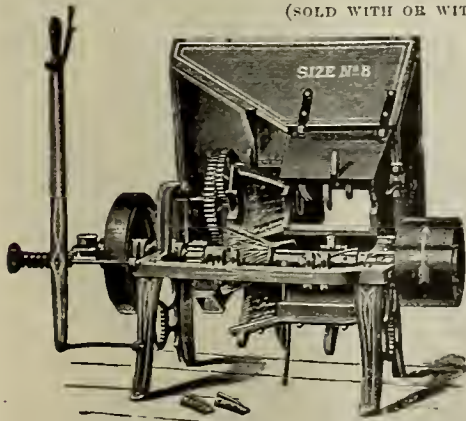
Send for cut and description of our
latest improved Chain Drag Feeder.

We handle everything pertaining to your interest. Parties con-
templating building or making any improvements should write us for
prices and description of our machinery.

PHILIP SMITH, Sidney, O.

The Best All-Around Feed Mill

(SOLD WITH OR WITHOUT SACKING ATTACHMENT.)



For *crushing ear corn*, with or without shuck, and *grinding* all kinds of *small grain*. The conical burrs are *light running* and ahead of rolls or stones in speed and quality of work. Has every convenience belonging to a first-class modern feed mill. Will *grind Kaffir corn* in the head. Sold with or without bagging attachment. Made in seven sizes, ranging from 2 to 25 h. p.

You will need one early this Fall. Lay your plans now for a profitable season. Our Catalogue sent for the asking.

The N. P. Bowsher Co., South Bend, Ind.

GEO. H. PHILLIPS CO.,

Commission Merchants.

GRAIN, PROVISIONS, HAY and SEEDS,

Offices, 227-231-232-233 Rialto Bldg., Chicago.

BRANCH OFFICES:

Milwaukee, Minneapolis,
St. Louis, Peoria.

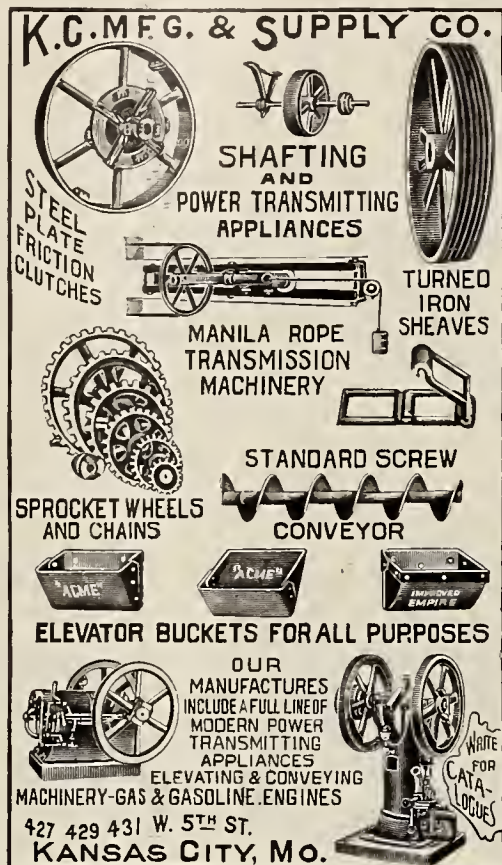
Best service, prompt attention and
close watch of our customers'
interests, our motto.

WRITE FOR DAILY MARKET LETTER.

K. C. MFG. & SUPPLY CO.,

Complete Grain Elevator Equipments Carried in Stock.

EXCLUSIVE
SOUTHWESTERN
AGENTS
FOR
**WEBSTER
MFG. CO.**



EXCLUSIVE
AGENTS FOR
**Chandler &
Taylor's**
Steam Engines
and Boilers.
Also Union
Steam Pumps
and
Boiler Feeders,

Gasoline Engines,
Spiral Conveyor,
Pulleys,
Hangers,
Gearing,

Collars,
Sprocket Wheels,
Sprocket Chain,
Elevator Boots,
Elevator Buckets,

Flexible Spouts,
Turn Heads,
Wagon, Hopper and
Dump Scales,
Rubber and Cotton Belting.

WRITE FOR PRICES AND CATALOGUE.

Dodge Manufacturing Co.

ENGINEERS, FOUNDERS, MACHINISTS,

Main Office and Works, **Mishawaka, Ind., U. S. A.**Branches: CHICAGO, BOSTON, NEW YORK, CINCINNATI, ATLANTA, GA.,
LONDON, ENG.

MANUFACTURE A COMPLETE LINE OF

**GRAIN ELEVATOR
MACHINERY**

Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

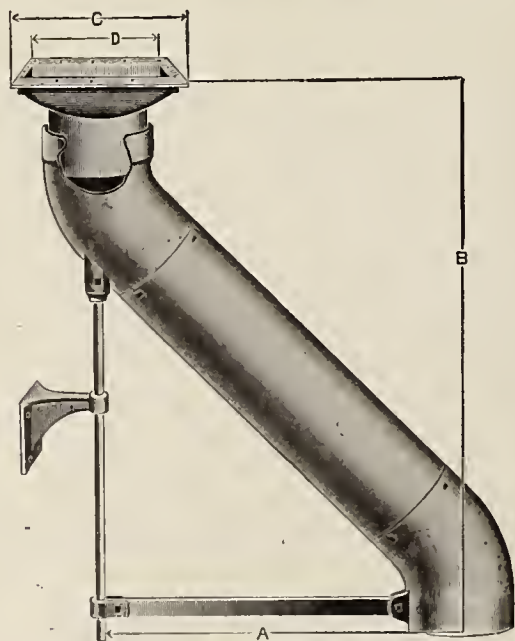
The following Grain Elevators, under construction or in operation, are among those recently equipped:

Illinois Central R. R., New Orleans, La.,	-	capacity, 1,200,000 bu.
Northern Grain Co., Manitowoc, Wis.,	-	" 1,200,000 "
Northern Grain Co., Council Bluffs, Ia.,	-	" 750,000 "
Botsford & Jenks, Meaford, Ont.,	-	" 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	-	" 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	-	" 600,000 "
Electric Steel Elevator, Buffalo, -	-	" 1,200,000 "
McReynolds & Co., Hammond, Ind.,	-	" 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	-	" 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	-	" 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	-	" 1,500,000 "
Chicago-O'Neil Grain Co., South Chicago, Ill.,	-	" 750,000 " etc., etc.

Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

Elevator Machinery and Supplies.

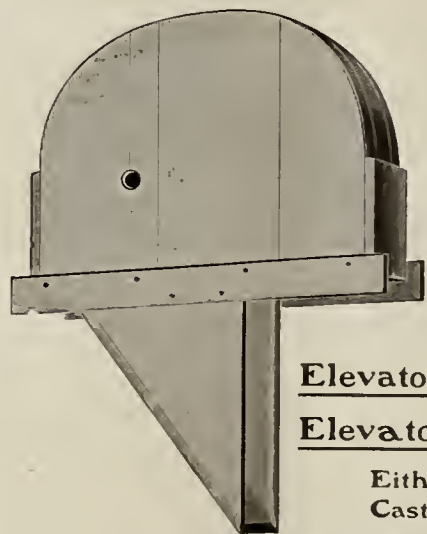
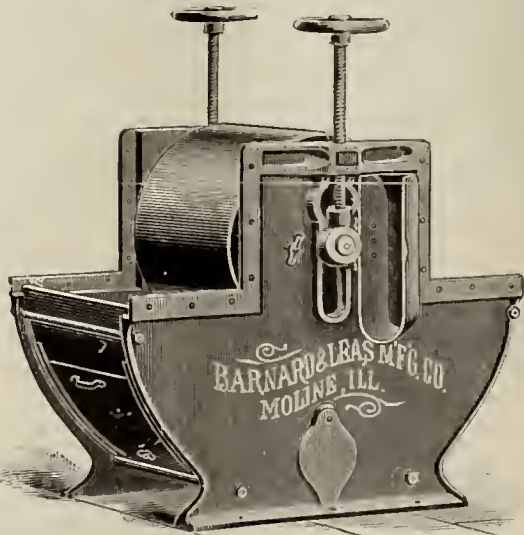
Distributing
Spouts.
Turn Heads,
Indicators,
Etc.

Flexible Spouts for Loading Cars.
Elevator Buckets.

Belting

CHAIN,
LEATHER,
COTTON,
RUBBER.**Victor Corn
Sheller.****Cornwall
Corn
Cleaner.****Perfected
Separators.****Scourers,****Oat Clippers,
Etc.***Everything Needed in the
Elevator Line.*

Barnard & Leas
Mfg. Co. Builders of Elevators and
Elevator Machinery.
MOLINE, ILLINOIS.

Elevator Heads,
Elevator Boots,Either Wood or
Cast Iron.

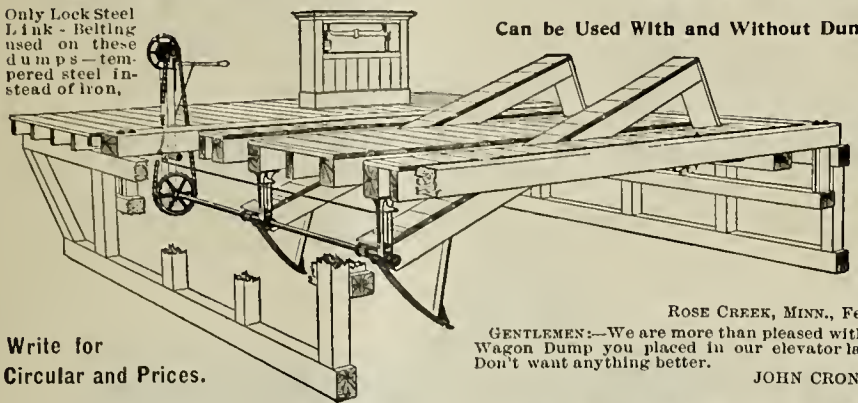
THE EVANS CONTROLLABLE WAGON DUMP.

AUTOMATIC LOCKING DEVICE.

THE BEST WAGON DUMP BUILT.

Only Lock Steel Link - Belting used on these dumps - tempered steel instead of iron.

Can be Used With and Without Dump Scales.



Absolute Safety, Control, Great Strength and Durability

Patented April 12, 1898.

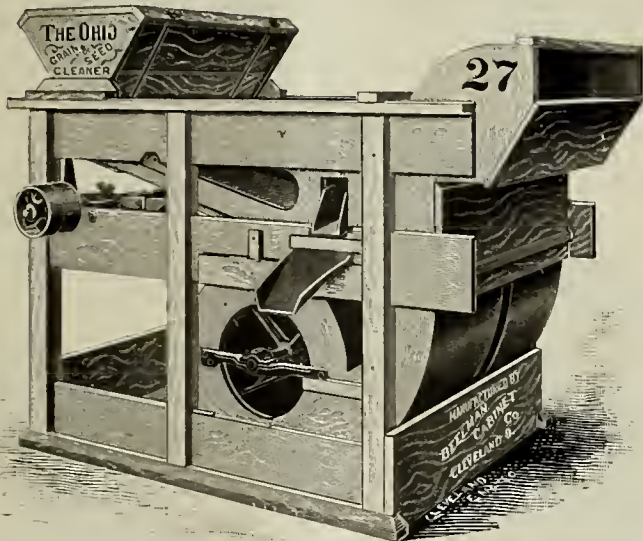
Write for Circular and Prices.

ROSE CREEK, MINN., Feb. 1, 1901.

GENTLEMEN:—We are more than pleased with the Evans Wagon Dump you placed in our elevator last summer. Don't want anything better.

JOHN CRONIN & CO.

MOULTON & EVANS, 909 E. Eighteenth St., MINNEAPOLIS, MINN.

THE OHIO CLEANERS

Will clean or separate any seed or grain that grows.

DOUBLE CAPACITY AND LITTLE POWER.

Get our catalogue of Hand and Power Cleaners before placing your order.

Hustling Agencies wanted in every locality.

BEELMAN CABINET CO.
CLEVELAND, O.

THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.

Over-Blast Suction Separator.

THE STANDARD IN THEIR LINE.

“Grain Cleaned to a Standstill.”

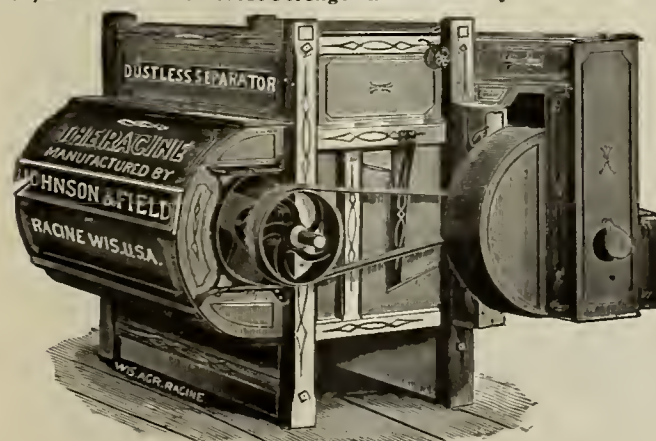


Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

Address..... **DICKEY MFG. CO., RACINE, WIS.**

“THE RACINE” DUSTLESS GRAIN SEPARATOR

Embodies more points of Excellence than any other machine offered for similar purposes, and is Light Running, Large in Capacity, Perfect in Separation and with Great Strength and Durability.



Made in Different Sizes to Meet Different Requirements.

THE RACINE Heavy Warehouse Mill

Is especially adapted for horse-power use, is supplied with Patent Governor Pulleys, has an even and steady speed, is built extra heavy and bolted throughout. This machine has large capacity and is more durable than any other Warehouse Mill made.

Elevator Machinery and Supplies.

SEND FOR CATALOGUE.

JOHNSON & FIELD MFG. COMPANY, Racine, Wis.

To Our Eastern and Southern Customers, and Friends:

We wish to say that freight rates from Aurora are the same as from Chicago. Our Factory is located on the Chicago Outer Belt Line, which connects with all roads running out of Chicago.

Business the past month has been far beyond our expectations, and we take this occasion to thank most heartily those who have favored us with Orders and Inquiries.

We solicit correspondence from anyone on the subject of Grain Elevator Machinery, of which we manufacture a most complete line, fully illustrated in our General Catalogue, which will be mailed free upon application.

STEPHENS, ADAMSON & CO.

MANUFACTURERS OF

GRAIN ELEVATOR MACHINERY,
AURORA, ILL.

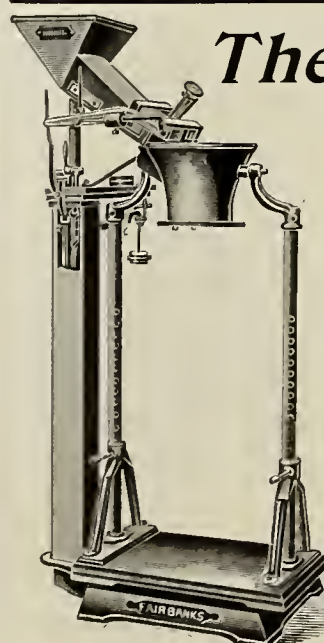
THE HESS PNEUMATIC GRAIN DRIER

EMBODIES ALL THAT IS MERITORIOUS IN MACHINES OF THIS CLASS

It is adapted to harvest, export and salvage grains of all kinds; oats for milling; washed wheat; cereal products; seeds of all varieties, and all substances of granular or fibrous nature

ILLUSTRATED CATALOGUE FREE SEND POSTAL CARD FOR ONE

HESS WARMING & VENTILATING CO.
710 TACOMA BUILDING, 3 3 CHICAGO



The Bosworth...

Automatic Weighing Scale

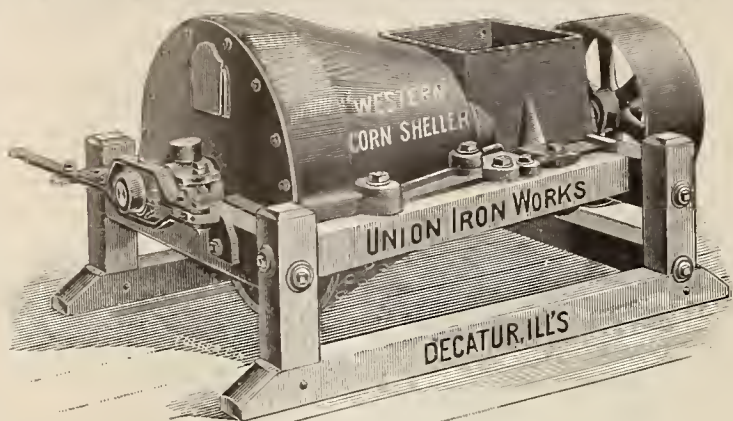
FOR WEIGHING AND BAGGING ALL KINDS OF GRAIN.

Rapid work. Saves time.

Accurate weight. Best investment that can be made.

Write for Circular and Prices.

Munson Bros. Co.,
UTICA, N. Y.



"Western" Warehouse Sheller.

SOLE MANUFACTURERS

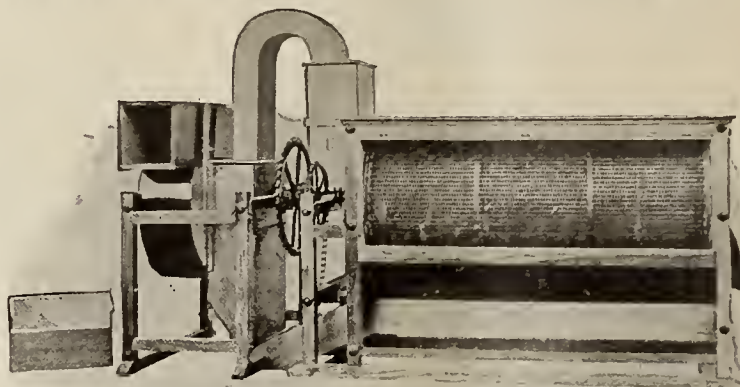
"Western" Shellers and Cleaners, BEST ON EARTH.

Complete Elevator Equipments our Specialty.

UNION IRON WORKS, DECATUR, ILL., Grain Elevator Contractors and Builders.

Plans for Grain Elevators Made, on application, by licensed architect.

Write for Catalog.



"Western" Warehouse Cleaner.

JEFFREY ELEVATING CONVEYING MACHINERY



Standard Elevator Buckets

For Handling Grain, Cereals, Flour, Seeds, Etc.

Our specialties include: Chains, all styles, Sprocket Wheels, Elevator Buckets, Boots, Bolts, Spiral Conveyors, Cable Conveyors, Rubber Belt Conveyors, Package Conveyors, Barrel Elevators, Keg Elevators, Shafting, Hangers, Pulleys, Collars, Gearing, Labor-Saving Devices of all kinds.

Send us specifications of your wants in our line; we can probably save you some money. For catalogue address

THE JEFFREY MFG. CO., Columbus, O.

INSURANCE

ON GRAIN ELEVATORS
AND CONTENTS

Is furnished at cost by the
MILLERS' NATIONAL INSURANCE CO.,
of Chicago.

It is a Mutual Company which insures more mills and grain elevators than any other company in the United States.

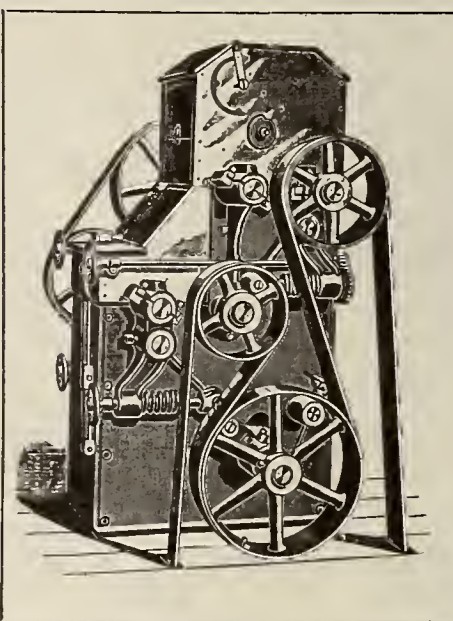
It has been in business 26 years and its average annual cost for insurance to mutual policy-holders has been about one-half of the hoard rates of stock companies.

Its cash assets, January 1, 1901, amounted to \$761,155.90; total admitted assets, \$2,828,533.69; net cash surplus, \$472,753.43; surplus over all liabilities, \$2,540,131.22.

The same conservative management which has directed the Company's affairs all through its prosperous existence will be continued.

Before placing your insurance, write to the Company at No. 205 La Salle Street, Chicago, for a copy of the circular and statement, which fully explains the Company's method of insuring your class of property on the mutual plan. If your risk is up to the required standard you cannot afford to insure in any other company.

W. L. BARNUM, SECY.



A Good Feed Mill

Is a paying investment.

Put one in your elevator and it will more than pay all your running expenses. It will be an accommodation to the farmers

AND WILL INCREASE
YOUR TRADE.

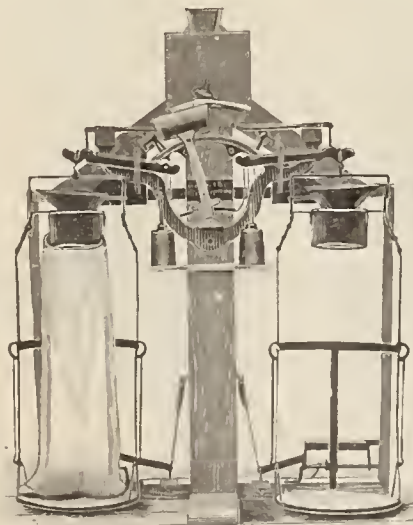
WRITE FOR CATALOGUE OF THE
BEST FEED MILL ON EARTH.

Northwestern Agents for the Hyatt Roller Bearing.
Write us; we can interest you.

Strong & Northway Mfg. Co.,
MINNEAPOLIS, MINN.

PLEASE MENTION THIS PAPER.

Cutler Bagging Scale



For weighing Grain, Meal,
etc., Automatically, in even
weight packages.

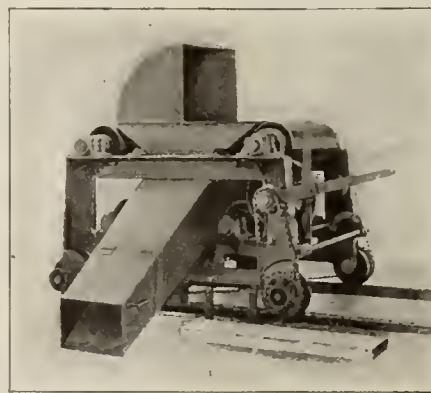
Two
Scales in
One Frame

Operated by one man. Accurate, economical

Not an experiment. In successful use 10 years.

THE CUTLER CO., North Wilbraham, Mass.

THE LINK-BELT MACHINERY CO., ENGINEERS, FOUNDERS, MACHINISTS, CHICAGO, U. S. A.



Grain Elevator Machinery

INCLUDING

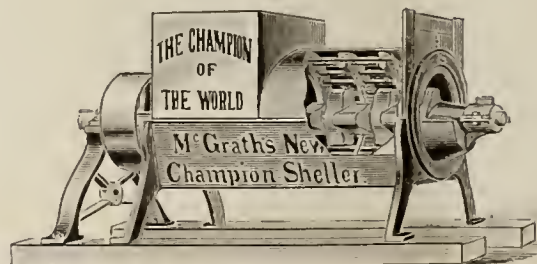
BELT TRIPPERS,
POWER SHOVELS,
SPOUTS, BUCKETS, BOOTS,
MACHINE MOLDED ROPE
SHEAVES,
SHAFTING, PULLEYS,
SHAFT BEARINGS, GEARING,
FRICTION CLUTCHES, ETC.

LINK-BELT ENGINEERING CO., PHILADELPHIA AND NEW YORK.

R. H. McGRATH, LA FAYETTE, IND.

MANUFACTURER OF

Steam Engines
and Boilers,
Mill Gearing
and Machinery
of all kinds,
Foundry and
Machine Work.



McGrath's
Champion Iron
Corn Shellers
for
Warehouses,
McGrath's
Grain Dumps.

Conveying, Elevating and Power-Transmitting Machinery

H. W. CALDWELL & SON CO.

GENERAL MACHINISTS,

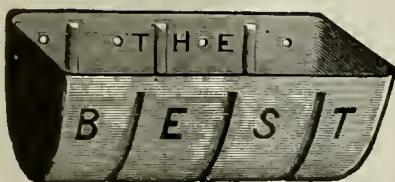
Western Avenue, 17th to 18th Streets, Chicago, Ill.

—CALDWELL HELICOID CONVEYOR.—

Specialties for
Grain Elevators and Mills.



THE ONLY PERFECT SPIRAL
CONVEYOR; with Flight of One
Continuous Strip of Metal.



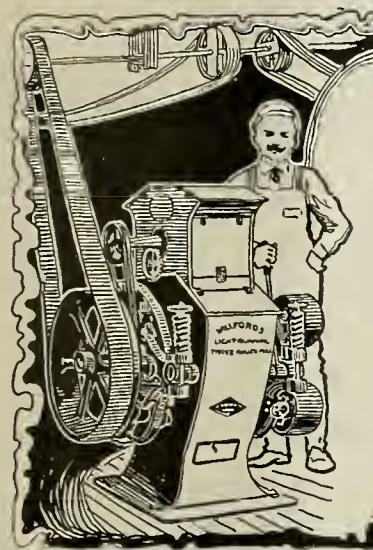
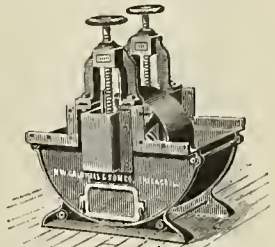
CALDWELL CORRUGATED SEAMLESS
STEEL ELEVATOR BUCKETS.

LINK BELTING
SPROCKET WHEELS.
COTTON BELTING.
RUBBER BELTING.
LEATHER BELTING.
BELT CLAMPS.
POWER GRAIN SHOVELS.
ELEVATOR BOLTS.
ELEVATOR BUCKETS.
CONCRETE MIXERS.

FRICTION CLUTCHES.
JAW CLUTCHES.
COUPLINGS.
FLEXIBLE SPOUTS.
GEARING (all kinds).
GRAIN SCOOPS.
ELEVATOR BOOTS.
COGSWELL MILLS.
HANGERS.
PERFORATED METALS.

PILLOW BLOCKS.
IRON PULLEYS.
WOOD PULLEYS.
SHAFTING.
SET COLLARS.
SWIVEL SPOUTS.
TAKE-UP BOXES.
TURN HEAD SPOUTS.
WIRE CLOTH.

Elevator
Boot.



No Trick to Make Money

WITH THE

Willford Three-Roller Feed Mill

It takes so little power and attention to operate it,
and does such perfect work that feed grinding with it
is sure to pay. It is so strong and durable that there is
no expense for repairs. Write for circulars and prices.

WILLFORD MANUFACTURING CO.,

303 South 3d Street, MINNEAPOLIS, MINN.

—LOAD YOUR CARS WITH—

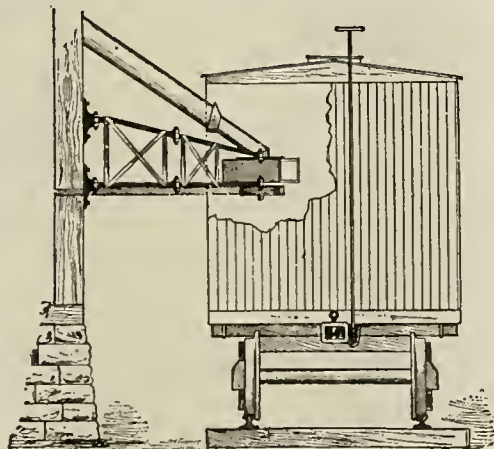
THE IDEAL AUTOMATIC CAR LOADER.

The best and most practical machine
in the market for loading all small
grain. We guarantee it to do its work
satisfactorily.

WHAT IT WILL DO:

Loads both ends of car at same time.
Loads a car in twenty minutes.
Saves you its cost in 60 days. Scours and
brightens the grain.
Cools grain that is beginning to heat.
Loads more grain in car than can be done
by a man with a scoop.
Owing to its peculiar and novel construc-
tion it will not crack the grain.
It is impossible to have a choke-up.
Made of iron and steel, it is durable and
easy to handle.

MADE IN TWO SIZES.
SPECIAL SIZES MADE TO ORDER.



WRITE FOR FULL PARTICULARS, PRICES AND TERMS TO G. W. DOOLEY & CO., BLOOMINGTON, ILL.



Reduce Cost of POWER and INSURANCE

As well as danger to employes
by equipping your elevator with

Cyclone Dust Collectors

MADE BY

THE KNICKERBOCKER CO.,
JACKSON, MICH.

SPECIAL CAR MOVER.

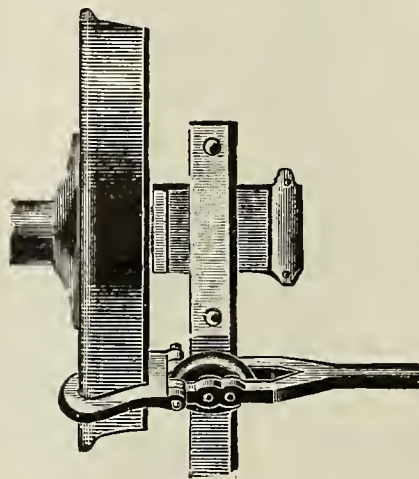
(PAT. APRIL 2, 1901.)

SHIPPED ON TRIAL.

Moves train of cars on good level
track.

Hook grips face of wheel and 3,000
to 4,000 pounds is applied in the di-
rect course of the revolution of the
wheel.

It moves a car with less power and
greater speed than any mover on the
market. Price \$5.00, F. O. B. Sac
City, and shipped C. O. D., subject
to trial and acceptance.



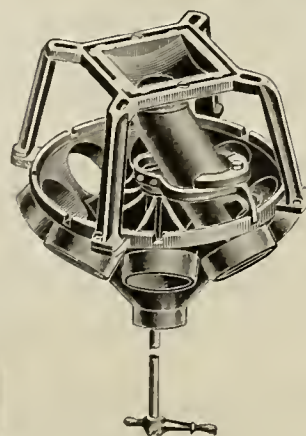
THE CONVEYOR CAR LOADERS have advantages over other loaders.
LET US SHIP YOU ONE ON TRIAL.

THE INCLINE ELEVATOR AND DUMP AND STORAGE SYSTEM is the
best and cheapest ear corn and small grain storage. Grain Dealers',
Farmers' and Feeders' plants solve the problem of cribbing ear corn,
etc., without shoveling.

Grain dealers' elevator having 100,000 bushels' capacity can be
built for \$3,500.00.

WRITE FOR FULL PARTICULARS.

H. KURTZ & SON, Sac City, Iowa.



The HALL GRAIN DISTRIBUTOR and OVERFLOW SIGNAL

Installed in your elevator will convince
you that it is all that could be desired for
the distribution of grain.

Simple, Accurate, Positive,
Economical, Efficient,
Durable, Perfect.

Booklet mailed on request.

Hall Distributor Co., First National Bank
Building, Omaha, Neb.

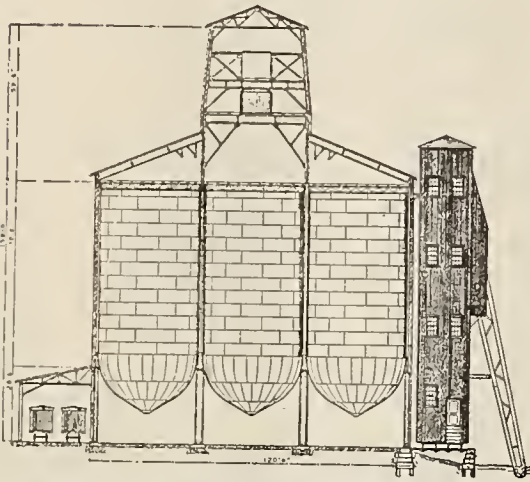
Riter-Conley Mfg. Co.,

MANUFACTURERS, ENGINEERS, CONTRACTORS.

Grain Elevators of Steel,

ALSO

Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,
Steel Buildings,
Steel Stacks and
Steel Construction of
Every Description,

Designed,
Furnished and
Erected in
All Parts of the World.

General Office, Water Street, Pittsburg.

Plate, Tank and Boiler Works, First, Second and Third Aves.

Structural Works, Preble Avenue, Allegheny City, Pa.

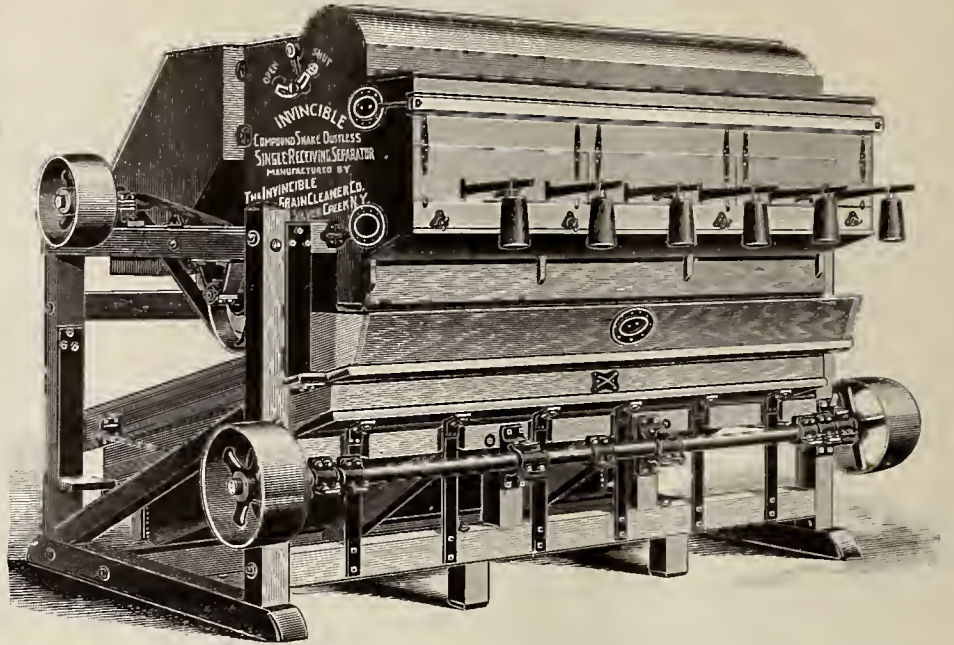
New York Office, 39 and 41 Cortlandt Street.

LONG-DISTANCE TELEPHONE CONNECTIONS.

NO SHAKE, NO TREMBLE—Steadiness Itself.

The Invincible Compound-Shake Separators

Can be placed anywhere in the elevator.
They never shake the building but stand as steady as a rock.
Their work is perfect.
Write for latest catalogue.



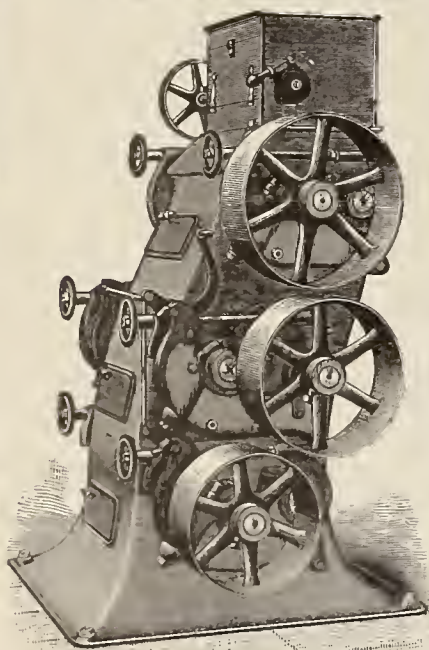
Invincible Grain Cleaner Company,

SILVER CREEK, N. Y., U. S. A.

Also Manufacturers of the
Needle Screen Gravity Separator and Spiral Belt Separator.

REPRESENTED BY

W. J. Scott, Wyoming Hotel, Chicago, Ill. Edward A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
Chas. H. Scott, 307 So. 3d Street, Minneapolis, Minn. J. N. Bacon, Blachere Block, Indianapolis, Ind.



3-PAIR-HIGH, SIX-ROLLER MILL.

CUSTOM WORK!

UTILIZE YOUR POWER
BY OPERATING A GOOD MILL FOR GRINDING

...FEED AND MEAL...
—IT PAYS—

WE MANUFACTURE
THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,
...And...

PORTABLE FRENCH BUHR MILLS,
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL
UNDER RUNNERS,
UPPER RUNNERS,
PULLEY AND GEAR DRIVES.

ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

DUST COLLECTORS (Tubular, Automatic).

CUPS.

We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

CORRESPONDENCE SOLICITED.

NORDYKE & MARMON CO.,

INDIANAPOLIS, INDIANA, U. S. A.

FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.

GUARD AGAINST COMPETITION

... BY INSTALLING OUR ...

"Eureka" Patent Wheat Washing, Drying and Conditioning System,

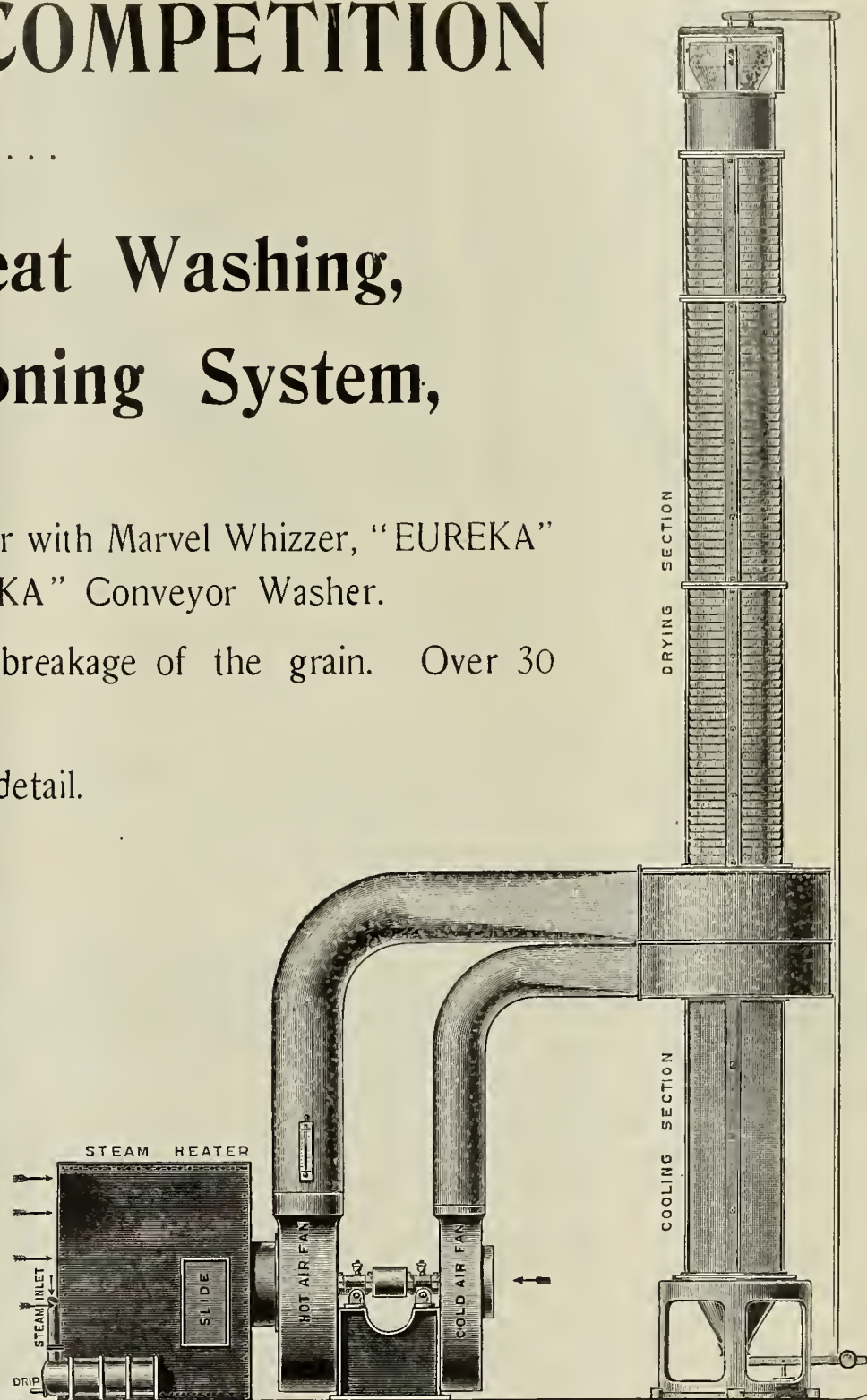
Which includes the "EUREKA" Patent Wheat Washer with Marvel Whizzer, "EUREKA" Horizontal Whizzer (patent applied for) and "EUREKA" Conveyor Washer.

Perfect Drying is what we insure, without breakage of the grain. Over 30 years' experience in this line of machinery.

The "EUREKA" system is perfect in every detail.

NOTICE: We caution purchasers against infringement on our system, which is fully covered by patents.

Duplicate parts of all Eureka Machines built, from the time of Howes, Babcock & Co., in 1856, until the present.



THE S. HOWES CO.,

"EUREKA" WORKS, = = = SILVER CREEK, N. Y.

Manufacturers of "EUREKA" Grain Cleaners, Magnetic Separators, Flour, Bran and Feed Packers.

BRANCH OFFICES: { New York, N. Y., Rooms 133 and 134, 32 Broadway. Minneapolis, Minn., 5 Chamber of Commerce.
Kansas City, Mo., Savoy Hotel. Chicago, Ill., 11 Traders' Building.
PRINCIPAL FOREIGN OFFICE AND SHOWROOMS: 64 Mark Lane, London, Eng.



J. B. DUTTON'S Patent Automatic Grain Scale.

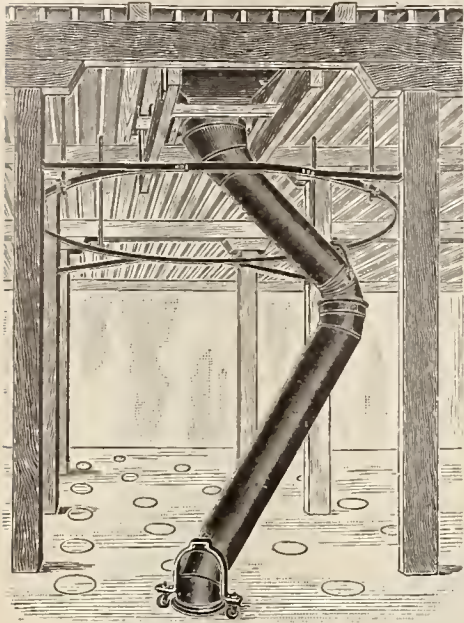
FOR USE IN

ELEVATORS, DISTILLERIES, MALT HOUSES, FLOUR MILLS, ETC.

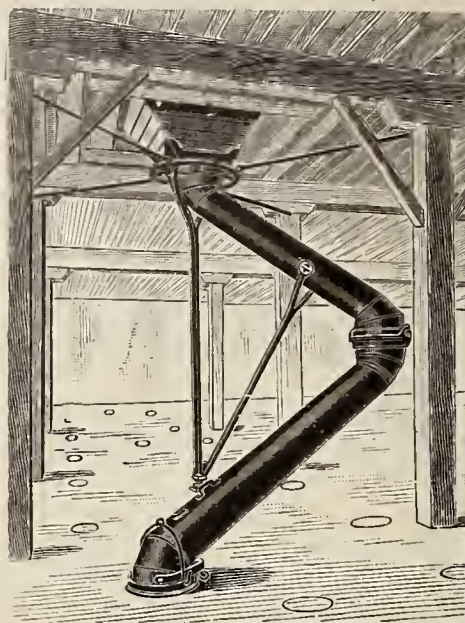
ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.
SEND FOR CIRCULAR AND PRICE LIST.

Address

J. B. DUTTON, 1026 and 1028 Scotten Ave., DETROIT, MICH.



TROLLEY SPOUT.



STANDARD SPOUT.

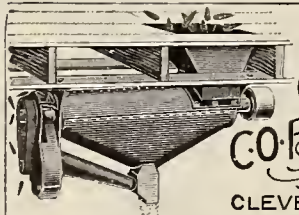
D. A. ROBINSON'S Universal Distributing Spouts,

755-765 TEMPLE COURT, MINNEAPOLIS, MINN.

DUST! DUST!

Gibbs' Patent Dust Protector is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. Perfect ventilation. Nickel plated Protector \$1, postpaid. Circulars free. Agents wanted.

Gibbs Respirator Co.,
30-36 La Salle Street, CHICAGO.



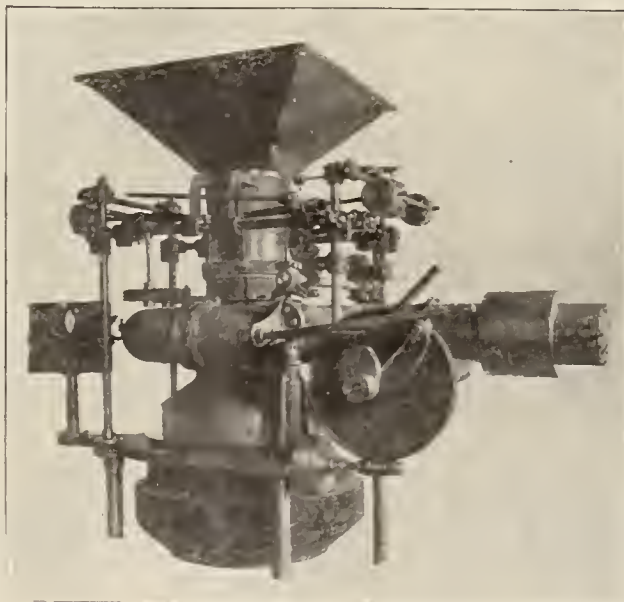
TRIUMPH
POWER
CORN SHELLER
CO. BARTLETT
& Co.
CLEVELAND O.

WILLIAM F. BRAUN,

...MECHANICAL ENGINEER...

ROOM 36, 85 FIFTH AVENUE, CHICAGO.

MANUFACTURER AND PATENTEE OF



Automatic Weighing Machines

FOR ALL KINDS OF

GRAIN, SEEDS, MALT, ETC.

CORRESPONDENCE SOLICITED.

A
Little Machine
FOR A
Big Elevator

or a little elevator, or any elevator, and the best machine, is the

**BISON HORIZONTAL
CORN and COB CRUSHER.**

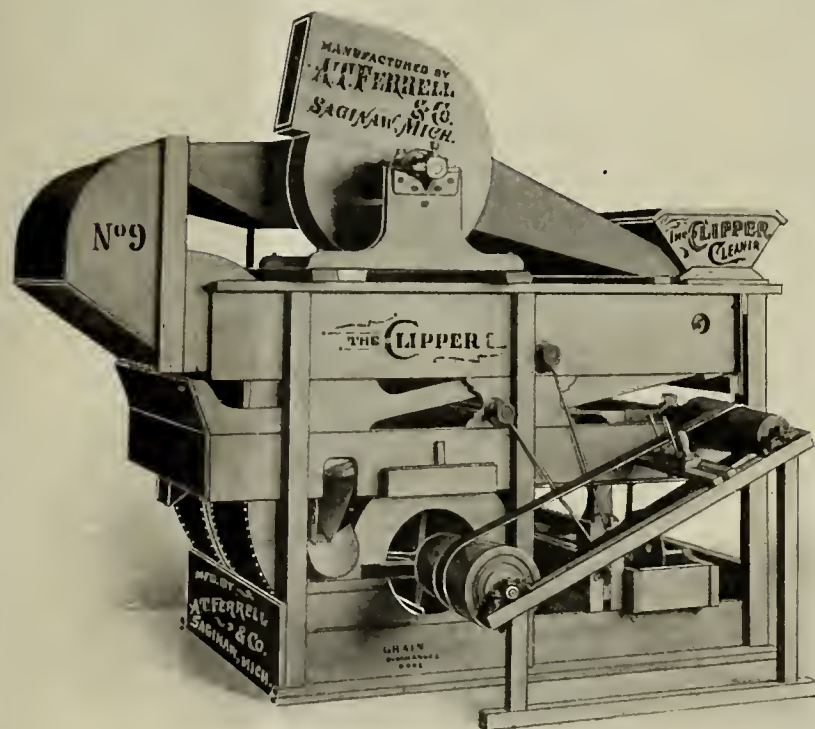
It is solidly and substantially built and will not get out of order and requires little attention.
It permits grinding coarse or fine, just as desired, without stopping the machine.
The Bison Horizontal Corn and Cob Crusher is cheap to erect, and cheap to operate—but little power is necessary.
Write us for complete information about the "Bison" and other modern elevator machinery.

ASK FOR OUR ILLUSTRATED CATALOGUE.

The **Wolf Company,**
CHAMBERSBURG, PA.

THE BISON
1-B

The CLIPPER Cleaners



Are you engaged in cleaning

GRAIN, SEEDS OR BEANS?

IF SO, THIS MACHINE SHOULD INTEREST YOU, IF FINE WORK AND COST OF POWER ARE TO BE CONSIDERED.

This cut represents our No. 9 Double Fan Cleaner, with Special Air Controller and Traveling Brushes.

Our perforated sample plate and catalogue for the asking.

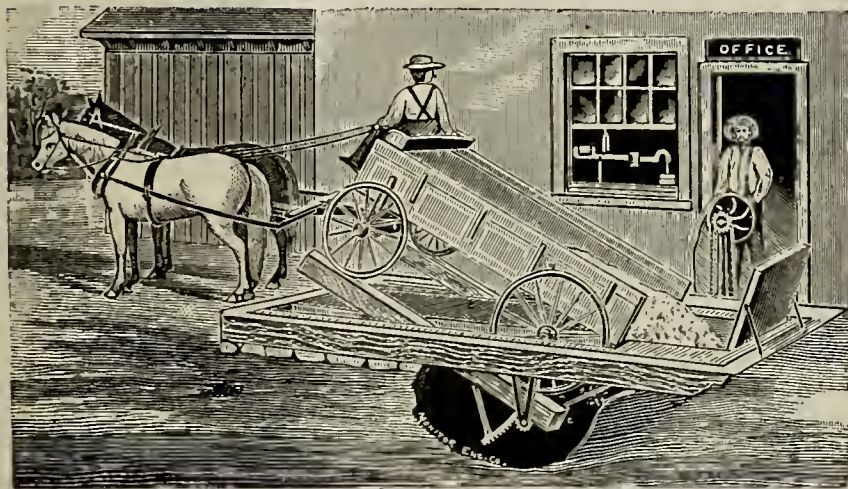
A. T. FERRELL & CO.,
SAGINAW, MICH.

The Albert Dickinson Co. have in daily use 74 Clipper Seed Cleaners.

The St. Anthony & Dakota Elevator Co. have placed 60 of the Clipper Grain and Flax Cleaners in their line of elevators the past year.

More than 90 per cent of the seed firms use Clipper Seed Cleaners.

Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

Paine-Ellis Grain Driers

Are more largely used on this continent than all others combined, because they are the only machines that will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. These machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this. It is one thing to kiln dry and another to put every kernel of grain into its normal condition by Nature's own method. *We can do it.*

For Particulars Address **The Paine-Ellis Grain Drier Co.,**

53 CHAMBER OF COMMERCE, MILWAUKEE, WIS.

The Tie that Binds



A narrow bit of land ties the two Americas. It is an insignificant strip of dirt, judged by the size of the vast territories it makes one.

The tie that binds the two commercial worlds of our Pan-America is a small one, judged by what it is in itself—only twelve letters of the alphabet—

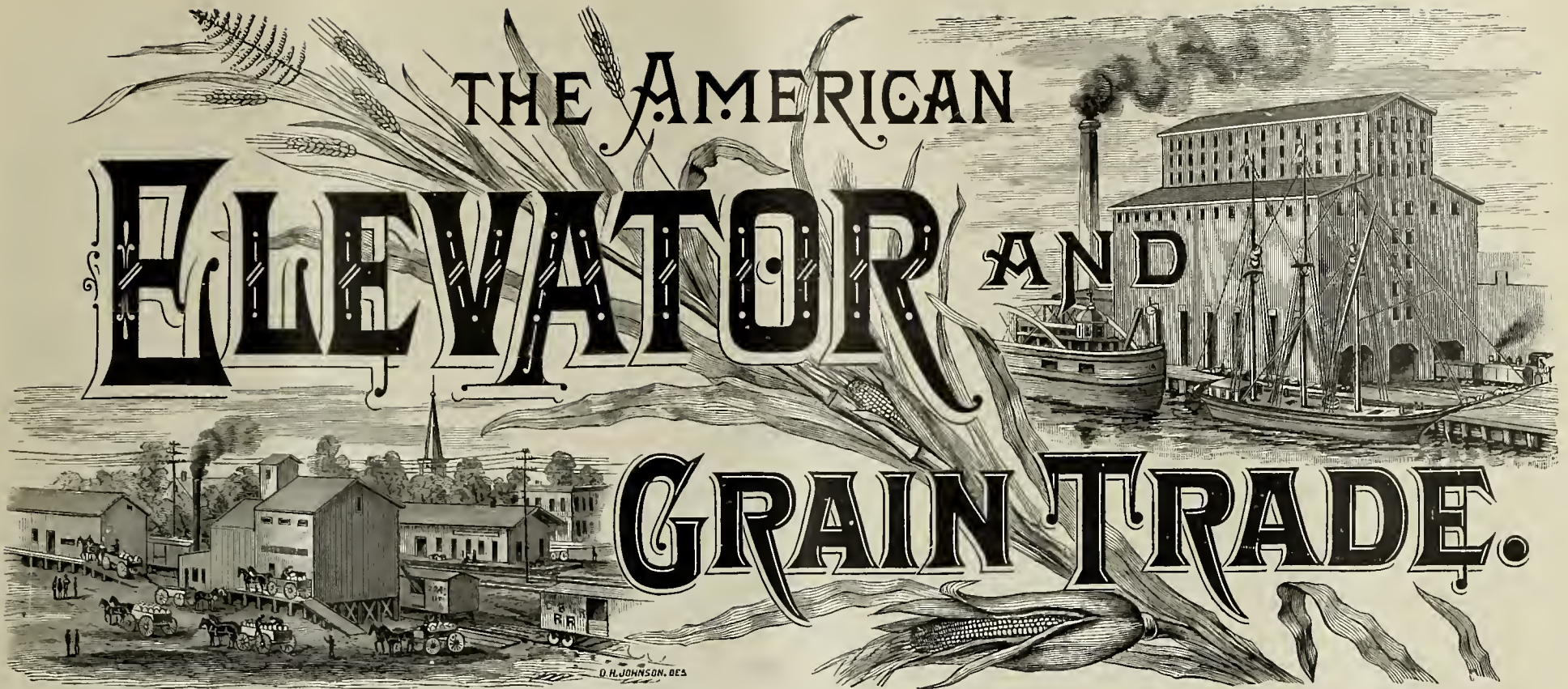
SATISFACTION.

Our trade mark has spelled satisfaction to hundreds of grain dealers for a generation; to-day it binds the satisfied grain dealers of the Northern Continent to those of our Southern sister.

If you come to the Pan-American at Buffalo, you will see some entirely new types of machines, in the hands of competent attendants, who will be glad to tell you all about them.

EAST SECTION STADIUM.

The Huntley Mfg Co Silver Creek NY



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XX.

CHICAGO, ILLINOIS, AUGUST 15, 1901.

No. 2. { ONE DOLLAR PER ANNUM.
SINGLE COPY, TEN CENTS.

NEW EASTERN ELEVATOR AT BUFFALO.

The latest addition to the elevator system of Buffalo is the new property of the Eastern Elevator Co., a picture of which in the course of construction is shown herewith. The property consists of a working house fronting on the docks, behind which is a nest of sixty-eight steel bins, enclosed within a double row of large steel tanks. Each of the small bins is 15½ feet in diameter, and the total capacity of the sixty-eight is 1,000,000 bushels. The large tanks are built in two rows, the twenty-two having a capacity of 1,500,000 bushels, making the total capacity of the plant 2,500,000 bushels.

The two elevator towers are 140 feet high, and the main working house 167 feet high. Nearly 3,000,000 pounds of structural steel were used in the building, and twenty carloads of machinery. Nineteen motors, with a total capacity of 965 horsepower, are used in the elevator service, and the building is lighted by 300 incandescent lamps. Power is furnished by electricity from Niagara Falls. The cost of this elevator, which was erected for the company by the Steel Storage & Elevator Construction Company of Buffalo, was nearly \$500,000.

A BOLD, BAD RAIDER.

When the fine, soaking rain came on Saturday, July 27, William Austin of Hill City, S. D., rightly anticipated a slump in corn, and wrote no less than twenty-nine Chicago commission firms, instructing each to sell on his account 50,000 bushels of that cereal, or about 1,500,000 bushels in all. He inclosed with each order his check for \$1,000 on margin account. Had the sales been made at the opening on Monday, July 29, as Mr. Austin seems to have anticipated they would, and his profit been taken during the day, he would have cleaned up in the neighborhood of \$35,000—a neat day's work.

Unfortunately, Mr. Austin's was not a familiar name, and inquiries were made by telegraph of the Nebraska National Bank of Omaha, on which the checks were drawn, as to the state of Mr. Austin's account, since the gentleman had neglected to send certified paper. One of the replies was to the effect, "Check not good; very small amount; never

attempted overdraft; seventeen similar inquiries this morning." Under the circumstances the selling orders were not executed.

This scheme is not a new one; but it is one nowadays difficult to work, commission houses having been made exceedingly wary by past losses of various kinds on deals with strangers. The bank officials at Omaha say: "We are well acquainted with Mr. Austin and he never has overdrawn his account. He has the highest commercial quotation of any merchant in his town. The affair is a mystery to us and we are inclined to believe Mr. Austin is the victim of an imposter." Mr. Austin,

WAY-JOHNSON-LEE COMPANY.

A new factor in the grain trade of the Northwest is the Way-Johnson-Lee Company of Minneapolis, successors to the Northwestern Iowa Grain Company of Mason City, Iowa. At the annual meeting of the company in July last, the latter name was dropped and that of the Way-Johnson-Lee Company substituted therefor, and the following officers elected for the ensuing year: President, Thos. A. Way; vice-president, R. P. Johnson; secretary, Phil S. Reed; general manager, M. W. Lee. In view of the reorganization of the company, the directorate was enlarged to include, besides the four above-named officers, Hon. G. S. Gilbertson of Des Moines, E. P. Healey of Britt and T. S. Roberts of Mason City. The capital stock also was increased from \$100,000 to \$150,000. It was also voted to remove the general offices of the company from Mason City to 606 Corn Exchange Building, Minneapolis, which was done on July 15. The company will maintain also their eastern offices for the handling of grain from their new elevators which does not naturally find a market at Minneapolis. The company has memberships in the exchanges of Chicago, Minneapolis, Milwaukee and Duluth.

"The management of the company," we are informed from Mason City, "will be the same as heretofore, with the exception of being strengthened by the addition of the

capital and ability of R. P. Johnson, a prominent banker and capitalist of Northwood, who was chosen to be vice-president of the company and who will take an active interest in the company's affairs. The change of headquarters to Minneapolis is the natural result of the activity and ability of the company's managers, and as they have had years of experience in the grain business and on the various boards of trade, they are amply equipped for the work they will do in the future, to wit, that of a general grain commission business."

L. W. Gingery will be assistant manager of the line of country elevators, with headquarters in Mason City, Iowa. Mr. Gingery has been with the company during the last two years in the capacity of traveling auditor.



NEW STEEL TANK ELEVATOR OF THE EASTERN ELEVATOR COMPANY AT BUFFALO.

who had hitherto taken an occasional flyer in flax, and had dropped his margins, says he had a dream in which he was advised to take the course he did. The dream seems to have been all right, barring a lack of finish as to the details of the deal. He is said to take the matter as a good joke now.

On July 30 a telegram was received from Hill City, S. D., purporting to be signed by William Austin and directing that one of his \$1,000 checks on the Nebraska National Bank be returned to him. This message was received by only one of the twenty-nine commission concerns whom he had favored with orders.

The Minnesota state grain department on July 31 reported July receipts to the state auditor amounting to \$13,000.

HARVESTING IN WASHINGTON.

To the denizen of the Middle West, which was never included in the area of "bonanza farming," the harvesting operations on the great wheat farms of Eastern Washington are very interesting. Here the "old-fashioned" harvester and thrashing outfit may be seen; but here, too, the new "combined harvester" is in evidence as nowhere else. This new machine removes the yield of 35 acres per day, handling the grain but once, with a crew of four men, against at least twenty men with the old apparatus handling the grain twice. The machine is propelled by a team of thirty-six horses, steam or other mechanical motors having proved a failure, and the driver is a "ribbon expert" without doubt.

The "combined," be it understood, is a machine which is both a header and a thrasher. It travels over the field and both cuts and thrashes the grain, leaving it sacked by the side of the swath. Teams pass along in the rear and gather up the sacks ready for hauling to the railway station. By means of a self-feeder the grain is carried from the header to the mouth of the machine and is fed into the cylinder, as in an ordinary thrasher. The straw rolls out of the spout behind and is left scattered over the surface of the ground.

About Whitman station, where the land is light and a large yield in bushels per acre is unheard of, says the Walla Walla Union, the output is running from 25 to 33 bu., which borders on the phenomenal. Fred Stine gathered 80 bushels of barley to the acre from his land adjoining Spofford and has announced that his wheat will crowd close to 50. The hill land north of the state penitentiary is bringing in 35 bushels. The Copeland barley crop showed 60 bushels. These are a few of the returns. Each day brings additional farmers with additional reports—and all are favorable.

ILLINOIS VALLEY DEALERS.

The Illinois Valley Grain Dealers' Association received into membership the following new dealers at the meeting held at Streator on the evening of July 31: John Coe, Aneona; O. B. Kelley, Dana; B. F. Colehower, Long Point.

M. J. Hogan of Seneca presided, and after the reading of the minutes of the previous meeting by Secretary Dunaway, the question was very generally discussed regarding the advisability of strictly adhering to the card quotations during the condition of a rapidly changing and unsettled market. The question was deemed an important one, and the fact was developed that the majority did not adhere to the card bids on a declining market.

On a motion by Mr. Rood a change was made in the card bid, making the basis 5 cents less than the Chicago market on a 6-cent rate, No. 3 corn.

A few dealers thought the margin was still too wide on oats, yet as the oats now bought would be delivered later on it was held that the margin would not be so great after all.

On motion by Mr. Taggart the price of new oats was done away with and the price of old oats was placed on the same basis as before.

The question was discussed whether dealers in certain sections should make prices for themselves during an erratic market, but no action was taken.

After a recess of 15 minutes to talk over local conditions, it was arranged that the next meeting should be held at Streator the last Thursday in August. The meeting then adjourned.

NOTES.

Chicago did not send its usual number of commission men, there being present only R. T. Harrington, representing the Calumet Grain & Elevator Co.; Frank J. Delaney, representing Nash, Wright & Co.; H. H. Haines, representing Richardson & Co.; B. L. Coon, representing Churchill-White Grain Co.

C. H. Adams and H. B. McKahin, of the Marseilles Mfg. Co. of Marseilles, Ill., drove over from their city, a distance of 22 miles, to attend the meeting. Mr. Adams established a new precedent at the meeting by keeping the members in attend-

ance supplied with an excellent brand of cigars during the session.

Dealers present included W. H. Tollyn, Winona; M. J. Hogan, Seneca; J. T. Ball, Toluca; C. A. Douglas, Marseilles; H. W. Booth, Leonore; Geo. C. Dunaway, Utica; A. H. Bell and F. M. Ream, Lostant; Ed Miller, Aneona; J. H. Carlin, Utica; J. McCormick, Ottawa; G. A. Sauer, Rutland; F. N. Rood, La Rose; H. J. Ruckrigel, Ottawa; W. B. Ellsworth, La Salle; Peter Eschbach, Leonore; H. M. Taggart, Winona; J. A. Jameson, Marseilles; John Coe, Aneona; D. F. Meagher, Kinsman; John Bowlin, Munster; O. B. Kelley, Dana; F. Z. Ames, Rutland; T. M. Harty, Munster.

M. J. HOGAN.

Martin J. Hogan, president of the Illinois Valley Grain Dealers' Association, is one of the few "old timers" whose experience in handling grain dates back to the "palmy days" of the Illinois and Michigan Canal, when the canal houses did the business of a wide stretch of corn and oats country now dotted with many railway houses.

Born in New York City on April 26, 1848, he was



M. J. HOGAN.

brought west by his parents, who settled on a farm in Du Page County, Ill., in 1850. Having received a common school education, young Martin in 1862 took employment with his uncle Martin, who then commanded a stone boat for the Illinois Stone Company, running between Lemont and Chicago. Boating was a good business in those days and sober, industrious, likely young men were always in demand by boat owners. At eighteen, then, we find young Martin captain of a boat for the same Illinois Stone Company, with a three years' engagement, at the expiration of which contract he went to Edwin Walker of Lemont, Ill., one of whose boats he commanded until 1873. By this time he had saved enough money to buy a half interest in the grain boat Thomas Ryburn, named after a then prominent grain dealer of Marseilles. This boat Mr. Hogan operated personally until the end of the season of 1878 on a run between Marseilles and Chicago.

Mr. Hogan began buying grain in January, 1878, when he formed a partnership with Henry E. Smith of Marseilles, where they operated as Hogan & Smith for one year. Up to about this time there had been but few grain elevators on the Rock Island in the canal towns, so that when Mr. Hogan, with his new partner, Lucius Clark, operating as Clark & Hogan, in the spring of 1881, built an elevator for handling grain exclusively by rail, the movement was quite a local innovation. Mr. Hogan has since had as partners, John Harrington (from the fall of 1882) and Howard Neilson (from the fall of 1886).

It was during the existence of the firm of Hogan & Neilson that Mr. Hogan moved to Seneca, the firm having bought the business and elevator in that town of the late N. J. Rulison, and Seneca has since been, and is now, Mr. Hogan's home. In the fall of 1892 he purchased his partner's interest and he has since continued the business alone. The town has always been a splendid market, and he has been successful. On the margins in vogue in the old canal days he would have made a liberal fortune.

Mr. Hogan, on June 14, 1876, married Mary A. Finnegan of Lemont, and of the nine children born to them five are still living, to-wit, Mary, Loreto, Joseph, Genevieve and Irene.

CHANGES IN THE MINNESOTA INSPECTION OFFICES.

On August 1 Chief Grain Inspector Reishus surrendered his office at Minneapolis to Chief Inspector Marshall, appointed two months before. E. W. Knotvold, chief deputy of Mr. Reishus, also retired, being succeeded by Frederick Shutte of St. Paul. A number of minor employees have been changed.

On July 31 Gov. Van Sant announced the names of the members composing the two boards of appeals as follows:

For Minneapolis—Franklin L. Greenleaf, reappointed; A. C. Aaby, Rock Dell, Olmsted County; John Gleason, Crookston.

For Duluth—E. H. Pugh, Duluth; C. J. Strang, Alexandria; James K. Stone, East Granite Falls, reappointed.

The members of these boards are appointed for two years at a salary of \$2,000 per annum each. The administration being Republican, the Democrats on the boards are the minority. They are Messrs. Stone and Gleason. They are grain buyers. Messrs. Strang and Aaby are practical farmers and grain raisers. Messrs. Pugh and Greenleaf are elevator men.

A TICKET CONVEYOR.

Economy of time in the office is quite as important as economy of time in the elevator, and elevating and conveying machinery on a small scale may do quite as important work outside as inside the elevator.

An example of the economy in simple things is a device which is shown in the accompanying picture and which the Goodland Elevator Company of Goodland, Ind., uses for handing the weight ticket from the office to the farmer sitting on his wagon, after his grain is weighed. It is an elevating and conveying machine on which there is no



patent, which any mechanic, the most uncultivated, can manufacture on short notice anywhere, its essential feature, as a patent claim would say, being a notch in the end of a hickory stick into which the card is placed and thus handed out through the window to the man on the wagon. "Only this and nothing more," but it saves the weigher the trouble of passing out through the door to the wagon and back 'steen times a day.

The stick might also serve another important use in the event of a fierce altercation with the farmer, where words become inadequate to express one's feelings; yet the Goodland Elevator Company has thus far had use for this carrier only for the purpose first named.

The exports of wheat through Galveston during the fiscal year ended June 30 were 14,010,378 bushels, being the highest record for wheat in the history of the port.

The Montreal Harbor Commissioners have revised their wharf rates for the current year. A 50 per cent has been made on the rate for corn starch, malt, flour, meal, etc., the new rate being 6 cents per ton, while the rate on grain has been reduced from 6 cents to 4 cents a ton.

ADOLPH BRANDEIS.

Among the many old and honorable names in the grain trade of the Ohio Valley none is better known or stands higher than that of Adolph Brandeis, who in 1851 established the grain receiving and shipping business now conducted by A. Brandeis & Son at Louisville, Ky. Mr. Brandeis is a historical character in more ways than one. Born on May 13, 1822, in the city of Prague, Bohemia, he was exiled by the events of the great revolutionary year, 1848, and like so many of his compatriots of that year of many European countries he came to America. He settled in Louisville, taking up the business of grain commission merchant.

In 1855 Mr. Brandeis made the first wheat ship-



ADOLPH BRANDEIS.

ment that was ever made from the state of Kentucky to the Eastern states, it being a lot of Kentucky white wheat shipped to Buffalo. The wheat crop of the Genesee Valley of New York had been an entire failure that year, and this small initial shipment led to a very large trade with all the millers of the Genesee Valley. This shipment established also the reputation of the famous Kentucky white wheat which subsequently was largely used by all millers in Baltimore and Richmond, Va., until it was replaced by the Michigan white wheat and afterward by the California white wheat, until the new roller milling process drove the white wheat out of the market.

In 1855 Mr. Brandeis took Mr. W. W. Crawford in partnership and established the firm of Brandeis & Crawford, which for nearly twenty years stood at the head of the grain trade of the Ohio Valley, and this firm might really be called the pioneers of the grain trade in the Ohio Valley, as conducted on modern lines. From 1855 to 1860 the firm did a large grain business with the South, but upon the breaking out of the Civil War they transferred all their trade to north of the Ohio River. They were also large contractors with the government during the progress of the war.

In 1872 the firm of Brandeis & Crawford was dissolved, and Mr. Brandeis went with his family for a trip to his old fatherland, where he remained three years. Returning to America, Mr. Brandeis enjoyed his well-earned leisure until the year 1878, when he associated with himself his son Alfred, and established the firm of A. Brandeis & Son, which at once assumed a position in the trade warranted by the prestige of the name of A. Brandeis, and that prestige in Louisville has since been maintained by an ever-increasing business as receivers and shippers of grain, and the firm stands at present among the first in the city of Louisville.

Mr. Brandeis, although nearly 80 years of age, is still active in the business, showing none of the proverbial infirmities of age, but, of course, the principal management of the firm's business and

its responsibilities have devolved upon the junior partner, Alfred Brandeis, his son.

ELEVATOR AT MONTREAL.

The Harbor Board of Montreal has called for bids for the erection of "a grain elevator of 1,000,000 bushels' capacity," bids to be received at 57 Common Street up to noon of September 1, 1901.

Shortly after the return of the Board from the western tour of inspection, Engineer John Kennedy presented a report explaining in detail the four types of elevators the Board had seen; and recommended a steel elevator with small bins. This recommendation was based on an estimate that a wooden elevator would cost \$300,000. On this sum there would have to be charged: Interest, 3.5 per cent; renewal fund, 2.9 per cent; insurance, 2.5 per cent; or 8.9 per cent on \$300,000, or \$26,700 as first cost per annum. The steel house would cost \$400,000, but it would save the annual charge for insurance, so that the annual charge would be only 6.4 per cent on \$400,000, leaving a balance of \$1,100 per annum in favor of the steel house in the matter of fixed charges, to say nothing of the insurance on the grain handled by the elevator saved to its owners.

The Board thereupon adopted a resolution directing the harbor engineer "to prepare the necessary information to enable builders of elevators to make plans, specifications and tenders for the construction of a fireproof elevator of 1,000,000 bushels' capacity, the elevator to be placed at the inshore end of the basin, section 16, and the conveyors to extend to ships at the middle and upper piers, and the shore wharves between the canal and the Victoria pier, and to be so arranged as to be able to load six ships at one time." The machinery of the elevator will be driven by electricity.

The contract will call for the completion of the elevator by May 1, 1902, the commissioners to have 90 days thereafter in which to test the plant before finally accepting it.

WHEAT IN SEMI-ARID DISTRICTS.

In the West it is the universal testimony of irrigation engineers that only a small percentage of the lands can be successfully irrigated; probably not more than 10 per cent, at a very liberal estimate. And it is further questionable whether in many cases the result would pay for the huge investment necessary. What can be done with such lands as are not incapable of cultivation and which nevertheless would not repay the cost of irrigation is a problem the solution of which will be of increasing importance as the years go on, for these vast areas of land will not be allowed to remain or become desert.

The Agricultural Department has for some time devoted its energies intelligently to this subject. That the problem is not hopeless is evidenced by the facts of similar territory in other parts of the world, especially in Russia and Central Asia. In Kharkov, Russia, for instance, where the climate presents the greatest extremes of heat and cold and where the rainfall is meager and uncertain, the average production of wheat is one bushel more per acre than it is in Kansas west of the ninety-ninth meridian. In Turkestan fair crops of wheat are produced on land where the average annual rainfall is from 6 to 10 inches and the summers are intensely hot.

But even in our own country facts show that the yield of wheat does not depend absolutely on the amount of rainfall. In the Palouse region of Washington and Idaho, 12 inches yearly rainfall is sufficient for a good crop of wheat, while 21 inches are not supposed to be sufficient in the plains states.

It would seem therefore that fair crops of wheat may be secured in the semi-arid districts by a proper selection of hardy varieties of wheat and proper methods of cultivation. In the study and collection of suitable varieties of wheat the Department has devoted both money and attention, and some of the results are placed before us in the Agri-

cultural Year Book for 1900, in an article by Mr. M. A. Carleton, cerealist of the Department.

There are three general classes of wheat from which varieties may be selected that are in various degrees more resistant to the adverse conditions of these districts than those now grown and therefore able to produce larger average yields. These are the red spring wheats, the hardy winter wheats and the macaroni wheats. The former we reserve for future consideration. The macaroni varieties seem to offer great possibilities in the establishment of a comparatively new industry, and besides, it has been demonstrated that some of them will produce largely where other and softer varieties will not flourish. Cases are known where such varieties as Nicaragua and wild goose have in seasons of unusual drought produced crops from two to four times as great as those of the ordinary wheats. Experiments show that these wheats can be successfully grown on the driest portions of the Great Plains and will probably also be successful in Arizona, New Mexico, Utah, and in the drier portions of Oregon and Washington. These wheats not only resist drought but leaf rust and other parasitic fungi. But on the other hand they are liable to injury in severe winters and must be used as spring wheats north of the thirty-fifth parallel of latitude. South of that parallel they may be sown in October or November, and become practically winter wheats. As such they furnish fine fall pasturage.

Of the wheats shown in the illustration, Nicaragua and Wild Goose are more or less known in this country. The Kubanka wheat is the chief



DROUGHT-RESISTANT WHEATS — Macaroni Varieties.—1, Kubanka; 2, Nicaragua; 3, Velvet Don; 4, Black Don; 5, Wild Goose.

macaroni variety. When mixed with 20 to 25 per cent of red wheat it makes popular flour for bread in Russia, as it is very strong. The Velvet Don and the Black Don are two Russian varieties grown in the Azov and lower Volga regions in Russia. All these varieties have been introduced by the Department of Agriculture and distributed through the state experiment stations.

The nine leading wheat shipping ports for the fiscal year ended June 30, 1901, were as follows: New York, 23,063,534 bushels; Boston (and Charleston), 15,282,722 bushels; New Orleans, 15,078,322 bushels; Galveston, 14,010,378 bushels; San Francisco, 13,262,796 bushels; Portland, Ore., 13,044,008 bushels; Puget Sound (Tacoma and Seattle), 8,619,384 bushels; Baltimore, 7,857,768 bushels; Philadelphia, 7,005,104 bushels. The total exports in bushels equaled 131,497,800 bushels.

CLEARFIELD ELEVATOR COMPANY.

Clearfield is down in the southwestern corner of Iowa, where elevator property is worth more to-day than it was half a decade ago, before D. Hunter and Geo. Stibbens brought order out of chaos with their Grain Dealers' Union. The elevator shown in our picture is not a new house. It has some old-fashioned features about it, and the signs on the office and main buildings indicate that it has changed ownership more than once, it being now owned by the Clearfield Elevator Company.

But although the house has an old-fashioned appearance it has a good equipment, such as a 12-horsepower Fairbanks Gasoline Engine, No. 2 Western Sheller, Western Cleaner and Appleby Steel Burr Grinder, with capacity of 35 bushels per hour. The house itself is 24x32 feet in size, 26 feet high, with annex 24x28 feet, 16 feet high, giving a storage capacity of 60,000 bushels. The office is 30x12 feet in size.

COMMERCIAL VALUE OF CROP STATISTICS.

[From a paper by Oswald Wilson of the Division of Statistics, U. S. Department of Agriculture, Washington, D. C., read at the annual meeting of the Texas Grain Dealers' Association, at Dallas, on May 22, 1901. Mr. Wilson's subject was: "How Can the Farming Interests of the State of Texas be Benefited by the Gathering of Crop Statistics?"]

All staple values are determined by the law of supply and demand. Speculation does inflate or depress prices temporarily, but a reaction occurs sooner or later and values regulate themselves. This is the natural law. Our national prosperity depends to a large extent on the prosperity of our farmers rather than on any other class.

We are all interested in the growing and marketing of crops. The publication and collection of agricultural statistics is one of the most important functions of our state and national governments, and its beneficial influence is more far-reaching than the average citizen thinks.

There are two important phases of this question. The first is the value of this information as a necessity for intelligent and successful farming. The second is its money value. The time is now when it requires just as much skill, just as much experience, just as much education, just as much ability, to be a successful farmer as to be a successful merchant or professional man. A successful farmer not only knows how to grow his crop, but how to market it. In the absence of statistical information as to crops and conditions of the country he cannot market his crop to the best advantage.

No man would engage in a commercial business without first acquainting himself with all conditions surrounding his location. . . . The merchant's territory is circumscribed; local conditions govern them. But with the farmer it is different. He has nearly one-third of our entire population as partner and competitor. In the absence of statistical information he does not know what the other twenty-five millions are doing—whether they are increasing or decreasing their acreage, diversifying their crops or not. He can't know whether we are overproducing or not. He doesn't find out until too late that there has been a demand which should have benefited him.

In this connection I am glad to say that a greater interest in statistical information on agriculture is being manifested, not only among the farmers, but all allied interests. They are beginning to see the value and necessity of this information. As an instance, see to what expense and labor the handler of farm products goes to obtain his information, and how it affects speculative values.

An increase of a few cents in the price per bushel of corn or wheat means a great deal to the farmers of this country. The wheat crop of the United States in 1900 was 522,229,505 bushels, a falling off from the crop of 1899 of 25,074,341 bushels; but the average farm price of wheat in 1900 was 3.5 cents per bushel higher than in 1899. This made the

smaller crop of 1900 worth nearly \$4,000,000 more than the larger crop of 1899.

The corn crop of 1900 was one of the four largest ever gathered, being 2,105,102,516 bushels. The price was 5.4 cents per bushel more than in 1899, and the aggregate value of the corn crop was \$122,000,000 more last year than in the previous year. The oat crop of 1900 was one of the largest on record, being estimated at 809,125,989 bushels. The barley crop was 58,925,833 bushels, rye 23,995,927 bushels, potatoes 310,926,897 bushels, and hay 50,110,906 tons.

The hay crop was the smallest, with one exception, since 1888, but the average price was \$8.89 per ton, as compared with \$7.27 per ton in 1899, so that the value of the hay crop in 1900 was \$445,538,878, or \$33,600,000 more than the larger crop of 1899. The total value of the eight staple farm products in 1900 was \$1,861,466,582, an increase of \$248,430,298 over the value of the same eight products in 1899.

Our exports of wheat in 1900 were about 10,000,000 bushels less than in 1899, and less in value by about \$11,000,000. But in wheat flour there was a gain in value of over \$2,000,000, and the gain in export of corn was about \$2,500,000. There is increased interest in American corn in nearly all European countries, and there certainly is increased

small appropriation in 1839 we have to-day one of the grandest and most beneficent scientific institutions in the world in our United States Agricultural Department, whose chief has a place in the President's cabinet, and whose influence for good is only measured by the opportunity. Statistics is one of the largest and most important divisions of this department. It has an army of nearly a quarter of a million voluntary correspondents who are reporting upon crop conditions from every part of the country. It has a number of state and special agents, and no effort is being spared to bring this division to the greatest degree of benefit and efficiency, and to this end we invite the hearty cooperation of the farmers and any others interested. Next to the farmers you are vitally interested in crop statistics, and we feel that you can render valuable assistance. . . .

Texas is in her infancy so far as agricultural development is concerned. We have a vast domain undeveloped and unproductive. We believe that the next ten years will show the greatest progress of any state in the Union. We are in the lead in cotton producing, we are seventh in winter wheat production, and we are coming to the front in a good many other things. We must have state statistics on our agriculture. The United States De-



ELEVATOR OF THE CLEARFIELD ELEVATOR COMPANY, CLEARFIELD, IOWA.

use of corn in this country as an article of food. The corn belt is constantly enlarging and, while the average yield in the country at large is only twenty-seven bushels per acre, it has been increased in many localities, through study of soil and method of agriculture, to more than eighty bushels per acre. . . .

Prosperity demands intelligent, conservative business methods, and not speculation. We believe the collection and publication of statistics on agricultural products in their value to the farmer, the grain dealer, the merchant and allied interests can not be measured in dollars and cents.

While absolute accuracy may never be attained, we do not believe that the important work can be undertaken by anyone but our state and national governments. For the object of collecting and publishing statistics is to give to the public—to the farmer and everyone interested in the production and marketing of farm products—the information necessary for determining and knowing their true values.

These values are not determined locally, but by the markets of the world. Hence, the necessity of knowing what the crops are and what the market demands. The value and importance of this was recognized by Congress when it made the first appropriation for the farmers by setting aside in 1839 \$1,000 for the collection and publication of agricultural statistics. As our country grew appropriations were increased and new work undertaken, until from the small beginning of a clerk with a

partment of Agriculture will continue to collect and publish crop statistics nationally, but their efforts should be supplemented and carried further by our state authorities. It is a business proposition of vital importance. It is as necessary as for the merchant to know what his business is doing. We must know what our state is doing. . . .

Texas is essentially an agricultural state, and her unoccupied domain is so vast and so inviting to home seekers of the world that I am surprised that the Legislature has not been able to realize the fact that an agricultural department, well equipped and conducted, would be one of the greatest advertising mediums to induce immigration that could possibly be inaugurated, for the great need of Texas to-day is more population and capital.

Kansas City on July 16 began importing corn from Chicago for shipment into Kansas to feeders. Minneapolis also sold corn to go back to Kansas for the same purpose.

Wheat mixed with rye does not appear to be very plentiful; at least receipts of that kind of wheat here have been light. There was one car in Toledo this week that had quite a sprinkling of rye. The wheat was of excellent quality, and the car sold at 5 cents under No. 2 Red. Of course if the rye is very thick it might not sell that close. If there is only a little dribble of rye through it and the wheat is good, it will probably grade No. 3, and might possibly grade No. 2.—Zahm's Circular, July 20.

A. P. DUTTON.

The venerable A. P. Dutton of Racine, Wis., the pioneer grain dealer and forwarder of that city, is also one of the very few original promoters of the lake commerce of the West now living. Mr. Dutton is a native of the Empire State, having been born in the town of Stafford, Genesee County, on June 22, 1822. In the year 1841 he came West, settling at Racine, and in 1842 went into the grain and forwarding business at that place, which continued to be his main occupation thereafter for forty years. He bought all sorts of produce for shipment—wool, pork, butter, etc., as well as grain, of which he frequently handled upward of a million bushels annually. Besides being in this way a great stimulus to the development of the farms,



A. P. DUTTON.

he was also one of the earliest of the builders of elevators in the West, having erected no less than four, which was no insignificant record for those early times.

Mr. Dutton's activities were not confined to the lines of business named, but he took an active part in the material development of the city of Racine. He was the promoter and president of the first gas company of the city; was one of the promoters of the first telegraph line between Chicago and Milwaukee; he built the Racine, Janesville & Mississippi Railroad, now the Southwestern Division of the C., M. & St. P. R. R., an enterprise in which, however, he lost money heavily, however much the road benefited Racine. He was also one of the builders of the outside bridge pier where all of the lake commerce of Racine was handled for many years.

As a forwarder of grain, wool, etc., Mr. Dutton naturally became interested in lake vessels, and we find that he was part owner of the schooner Tempest, built at Racine; of the schooner A. P. Dutton, also built at Racine; of the schooner Dolphin, lost in the Straits; and of the bark A. P. Nichols, stranded on Death Door.

Meantime, as might have been expected from such a career, Mr. Dutton was for many years a prominent figure in local political affairs, and served his fellow citizens for several terms as president of the City Council, also of the School Board, and also as alderman.

Of late years, or since retiring from active business, he has cultivated a small farm near the city, and he continues also the breeding of fast horses, an occupation which has been more or less his hobby for the past forty years, and he still owns some fine stock, among them Nellie D. Phallas, the fastest animal in Racine County.

He lives in the old homestead, built by him over fifty years ago. Here his children were born and raised—two sons, now residents of Chicago, and

one of Connecticut, and two daughters. His greatest loss in all his lifetime was the death some three years ago of his wife, who had brightened his home for so many years.

Mr. Dutton still continues to watch with interested eye the growth of Racine, but his particular pet now is the Old Settlers' Society of the county, of which he has been president for the past fifteen years. He is the active manager of its annual reunions, and their immense success is largely due to his initiative and to the care with which the programs are prepared and carried out.

HEAVY GOVERNMENT SHIPMENTS.

Conspicuous among the beneficiaries of the government's operations in the Philippines are the grain, hay and transportation companies of the Pacific Coast, more especially those at Seattle. Between January 1 and July 1 of this year over \$500,000 have been spent in that city for hay and grain alone, 20,000 tons of which have been forwarded.

The first shipment was made to the Philippines in 1898, soon after the battle of Manila; but when the insurrection began in good earnest in 1899 shipments began to increase enormously, and it is estimated that the War Department has spent there between \$2,000,000 and \$3,000,000 for such supplies.

The effect of these purchases has been to send prices of hay and feed grain skyward, and the farmers of the state have profited immensely. Eastern Washington hay, that a few years ago sold for \$10 per ton, is now worth double that sum, and oats from the northern counties that could be bought for from \$15 to \$18 per ton a short time ago, now command \$29 per ton. The government purchases have lined the pockets of the Washington farmers with money.

THE PHILLIPS COMPANY SUSPENSION.

The George H. Phillips Company surprised the country on August 1 by announcing the transfer of all its open trades to McReynolds & Co. and a temporary suspension of business. The circular issued in connection with this announcement, after a brief statement of the surprising growth of the business of the company, says: "The first of this week grave irregularities were suspected in our books, and expert accountants were put to work and are still engaged in checking them, with the result that our suspicions are confirmed, but to what extent we cannot say for a few days. Our books show the company to be perfectly solvent, but after earnest deliberation we have decided to close out every open trade as being the fairest and best course to pursue. This does not mean that we are quitting business. On the contrary, we shall continue doing business and will execute all orders as faithfully as in the past, but we will have to ask that usual margins accompany all orders until our books are checked over."

Attorney J. S. Goodwin, of Black & Goodwin, in a statement to the press, said in substance, that "the tangled condition of the books became apparent when the Board of Trade directors ruled that the company should furnish to each member of the May corn pool a detailed account of the entire transaction. A large force was then put to work on the books, and in their efforts to disentangle the multitudinous trades it became apparent that every trade on the company's books since November, 1900, would have to be checked over." If it be true, as claimed, that the company has been doing "the largest commission business of any house in the world," the work of disentanglement must be enormous. The house's commissions have been said to be \$40,000 a month, and that on August 1 customers of the firm and members of the blind pool had been overpaid to the amount of nearly \$250,000, the blind pool alone taking \$100,000. At any rate, on August 5 unsettled accounts to the amount of \$245,000 were put into the attorney's hands for immediate process and collec-

tion; and lots of young plungers who pocketed for the time being handsome profits are now found to be indebted to the company.

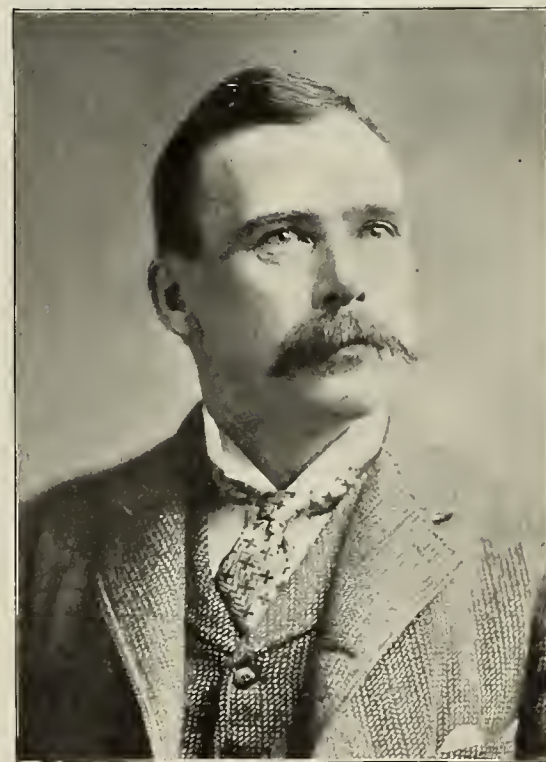
The company, in spite of the drain of bad book-keeping, is declared to be solvent, and will no doubt resume business.

S. T. MARSHALL.

A man who possesses a "sense of grain" in a combination with several grains of sense may consider himself as especially adapted to the grain business. Then, if he has a knowledge of values and conditions, and also the art of making friends, he may fit himself for making a first-class traveling representative for a grain commission firm.

S. T. Marshall combines about all the mental requisites necessary for representing a grain house on the road. His face is familiar wherever there is held a meeting of grain dealers in the western states, and the grain men whom he visits regularly have learned to know him as a man whose statements are worthy of credit. In the West, where the cattle feeders, the drouth and the fly and other enemies of the farmer make conditions seem at times as though the grain man must look out for a more lucrative business, hopefulness is a quality that is sometimes quite as valuable as reason. This quality Mr. Marshall possesses to a marked degree and if he finds occasion to imbue others with this idea that things are not nearly as bad as they might be, his assertions of better conditions are generally followed by the very things prophesied.

Mr. Marshall has been for some time traveling in the western states for G. L. Graham & Co. of St. Louis, Mo. Mr. Graham is a traveler himself when



S. T. MARSHALL.

it comes to attending conventions of grain men, but the large share of the work of visiting the western customers falls upon Mr. Marshall. Iowa dealers require most of his attention, yet he is familiar with neighboring states and has a large acquaintance throughout the West generally. The deep interest which he takes in the business of his customers, and the sincerity of his views on market conditions, have gained for him the friendship of very many of the solid grain men of the trade.

The East Side Milling Company, Toledo, on July 21, received the first new wheat of this season at that market. The grain was graded No. 1 white, and was purchased for 61 cents.

The Chicago Great Western and Chicago, Milwaukee & St. Paul roads on July 22 contracted for the transportation of corn and oats, aggregating 50,000 bushels, from Chicago to Kansas City. This condition is not unprecedented, but it is unusual and has not occurred for some years.

W. L. MILLIGAN.

There is probably no salesman traveling in Central Illinois who is better known to the grain dealers and the agricultural implement men of that section of the state than W. L. Milligan, representing the Marseilles Manufacturing Company, and having his headquarters with the firm's branch office at Peoria. A man of marked social disposition, a fluent conversationalist, possessed of ready wit and well informed on all current topics and many subjects, he has had the pleasure of winning the confidence and esteem of the men with whom he has transacted business, while his conscientious painstaking in making the specifications for the orders taken by him for grain elevator ma-



W. L. MILLIGAN.

chinery has enabled him to give his patrons the very best results with the minimum of expense to his customers and the maximum of satisfaction to both his patrons and his employers. Prior to engaging with the Marseilles Manufacturing Company, he was employed for ten years by the Walter A. Wood M. & R. M. Co. as general agent in Central Illinois and Eastern Iowa.

Mr. Milligan, who must be still on the sunny side of fifty, was born in Fayette County, Pennsylvania, but was brought at the age of four years to Illinois, his parents settling at Ottawa, in which city and on a farm in the vicinity he spent his youth and early manhood, his father being one of the prominent men of the county.

Mr. Milligan's peculiar study is the Masonic Fraternity, and as a Mason he has a national reputation, having, in recognition of his faithful and meritorious services to the order, been crowned Sovereign Grand Inspector General of the 33d and final degree at Providence, R. I., on September 20, 1887.

Perhaps the true character of Mr. Milligan may best be seen in his home, where he is at once the tender husband and father, the gracious host and the genial gentleman. In 1877 he married Miss Louise Eichelberger of Ottawa, and three sons and five daughters are the fruits of the union, all of whom are bright, intelligent children—the joy and the pride of the parents.

THE SQUEEZE TOO HARD.

The drought has at least done its worst with two typical Kansas City concerns, to wit, the Traders' Grain Company, which suspended on July 22 on the advance of 3 cents on corn and wheat, and the Southwestern Grain Company, which failed to open its doors on July 23.

The Traders' Grain Company was capitalized at \$15,000, with Samuel Harden, president, and J. E. Walker, secretary, and did a business of 1,500,000 bushels daily. It is said to have paid out \$80,000

"as winnings" before it closed down. It had various branches in Kansas towns, all of which "quit" with the parent house.

It was a bad day for the bucket-shops, which on the 23d demanded 5-cent margins of their customers.

NATIONAL GRAIN INSPECTION.

The following argument in the interest of a national system of grain and seed inspection, to be founded upon ascertained truth, and wrought out by the application of the principles of evaporation, analysis and percentage on scientific lines, whereby each grade can be defined and proved with mathematical exactness, was recently presented to the president and directors of the Board of Trade of the city of Chicago by S. H. Stevens, flax inspector of that body:

"In response to a demand of the local and export grain trade, there is at the present time in active operation throughout the United States a system of grain and seed inspection. The institution is conducted by the authority of corporate, municipal or state laws, and is as effective as possible with the disadvantages under which it labors and the light vouchsafed. However varied the system by reason of local interests, the original central idea of legalized expert opinion has in no locality been changed, except in the one department, under your direction. The initial of the system was made more than forty years ago, since which time an army of intelligent and faithful sub-inspectors, without questioning the demand made on their mental faculties, have been anxiously striving to accomplish the impossible.

"Be it known, that science recognizes and experience proves that, unaided by invention, the perceptive power of the senses is inadequate to the task of correctly or uniformly classifying grain and seeds into grades. It is as logical to ignore mechanism in the weighing as in the inspection of grain or seed.

"Allow me to say that the system under consideration permitted the entrance of an element of doubt that engendered the demon of uncertainty, which whetted the greed of many in the trade and has caused them to work the system for revenue until it has developed into an industry in which millions are invested, and thereby the American commercial cereal has been frequently brought under suspicion.

"An essential matter of action is to solve the problem of the deterioration of our exported surplus grain and seed, which not only causes an immediate loss to the owner, but reacts on the entire product of the country, making less its exchangeable value. The financial importance of its solution to this country, and the fair dealing which it would enforce, cannot be overestimated.

"I am pleased to present to your honorable body the outline of a plan of grain and seed inspection, based on principles of ascertained truth. I consider it worthy of enactment into a federal statute, with a provision that it supersede the present every-locality-for-itself system.

"It is a well known fact that certain deteriorating ingredients, viz., moisture, impurity and unsound grains, are intermixed with all commercial grains and field seeds; and as said substances are recognized as the most potent factors in determining the grade of said grains and seeds, and as neither of said ingredients can be successfully separated or removed, it becomes the part of wisdom and logic to define and control them. This will be accomplished by allotting to each grade its mean proper per cent of each named ingredient.

"Although the sense of smell excels in leaving an impression on the memory, scientists have never registered the degrees of fragrant or odious smells; therefore, the condition of musty grain or seed cannot be clearly defined; but no assistance is required for the other senses or of invention to determine the grade.

"All dealings in grades of grain and seed known as contract will be on the basis of commercially dry, commercially pure, commercially sound and absolutely sweet.

"The statute to classify commercial grain and seed into grades and to define the manner of procedure to arrive at a knowledge thereof should be mandatory. Although it is important that all official grain and seed inspectors be experts, the law should give them no discretionary power. Under the new rules, when the limit of the natural power of the senses of the inspector is reached, invention comes to his assistance with an average sample and calls to its aid analysis or evaporation. Then its percentage scale completes the work with mathematical exactness. On the instant attenuated Expert Opinion is gone and stalwart Positiveness steps to the front and installs confidence—the Jove of business.

"The law will define all the details of what will constitute commercially dry, pure and sound grains and seeds, and the mean weight per measured bushel.

"The principles set forth as the proper foundation for a national system of grain and seed inspection appear to be in harmony with the characteristics of truth as defined by an able exponent, namely: 'Its capability of enduring the test of universal experience and coming unchanged out of every possible form of fair discussion.'

The argument was officially referred to the flaxseed inspection committee of the Board, which committee, on June 25, 1901, recommended that it "be approved (with the privilege to print) and referred to the National Board of Trade for their consideration."

A PYRAMID OF COBS.

Scott County, Iowa, grows corn, and the elevator at McCausland in Scott County owned by T. W. McCausland has been handling a large amount of this cereal recently, as the accompanying picture of the pyramid of cobs will testify.

The pile of cobs is about one block square at the base and is a trifle of 50 feet high, this being the height of the elevator. The cobs have been ac-



T. W. MCCAUSLAND'S PYRAMID OF CORN COBS.

cumulating for some time, and the size of the pyramid is difficult to note on account of the smallness of the photograph from which the cut was produced.

Mr. McCausland is an old and well-known dealer and a large landowner in that section of country. He was chairman of the board of trustees of Scott County for a number of years and believes in conducting affairs, like the pile of cobs, on as big a scale as possible.

We are indebted for photograph and particulars to Mr. L. B. Wilson, Chicago.

Duluth wound up the crop year 1900-01 July 31 with a record of only 19,424,000 bushels of wheat, against 53,197,000 bushels in 1900. Of all grains (corn, 6,469,000; oats, 1,634,000; rye, 752,000; barley, 2,451,000; flax, 6,229,000) only 36,986,000 bushels were handled, against 69,942,000 in 1900 and 99,132,000 in the record year, 1898.

[For the "American Elevator and Grain Trade."]
**IMPORTANT FIRE HAZARDS IN
 GRAIN ELEVATORS.**

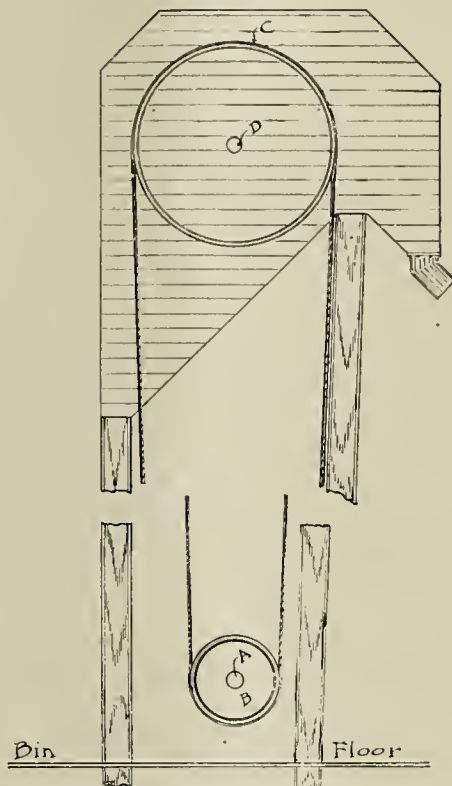
BY G. W. GILL, INSPECTOR.

Considerable space is given by the trade journals at more or less regular intervals to the many and various hazards contained in grain elevators of all classes, as well as those in cleaning houses. These hazards have been repeatedly depicted in appropriately glowing colors by many writers; but the one hazard among the many enumerated that may be said to be par excellence the most universally dangerous is one often neglected, to-wit, the construction of the elevator head, to which it is here proposed to give some space, illustrating the subject by drawings of the more dangerous types of elevator head gearing and construction as viewed by the fire insurance people. I will also try to show that to this faulty construction many of the numerous fires classed as due to "cause unknown" must in fact be attributed. In short, the friction of elevator head gearing caused by the stopping of the cup belt, whether by the choking of the leg or other cause, has started more fires, in all probability, than any one other single cause.

Country elevators are frequently so constructed that the cup belt in the leg cannot be stopped without closing down the entire motive power of the plant. When the leg chokes and the belt stops moving the head pulley continues to revolve. If the belt is a heavy one, it is soon cut and falls down inside the leg; but, as a rule, in country houses, the legs are not of great height, and the weight on the head is not sufficient to cut the belt quickly, nevertheless the leg is high enough to make a weight of belt that creates an intense heat from the friction of the moving pulley.

Here, then, will probably be found a cause for many—perhaps the majority—of the fires in country elevators not otherwise explained or explainable. The foremen in such houses are frequently without help; or at best there are but few hands on the premises to attend to the working of the machinery of the house; and naturally the machinery is al-

Dangerous Features.—In case of choking the head pulley continues to revolve, while the bucket belt remains stationary. This generates an intense heat, which ignites the belt and surrounding litter of strings, rags, lint and dust, almost invariably found clinging to the interior walls of heads, legs and boots. These burning particles fall down the leg casing and ignite the leg from cupola to pit. It is



TERMINAL ELEVATOR HEAD.
 SINGLE LEG ROPE DRIVE.

impossible to determine where the fire has originated and is located, as it appears at the boot and head of the leg at the same time, and may not appear for some hours after the plant has been closed down, as often the fire exists in a smoldering condition until a draft is developed sufficient to fan it into a blaze.

the paper friction wheel when the leg is to be stopped.

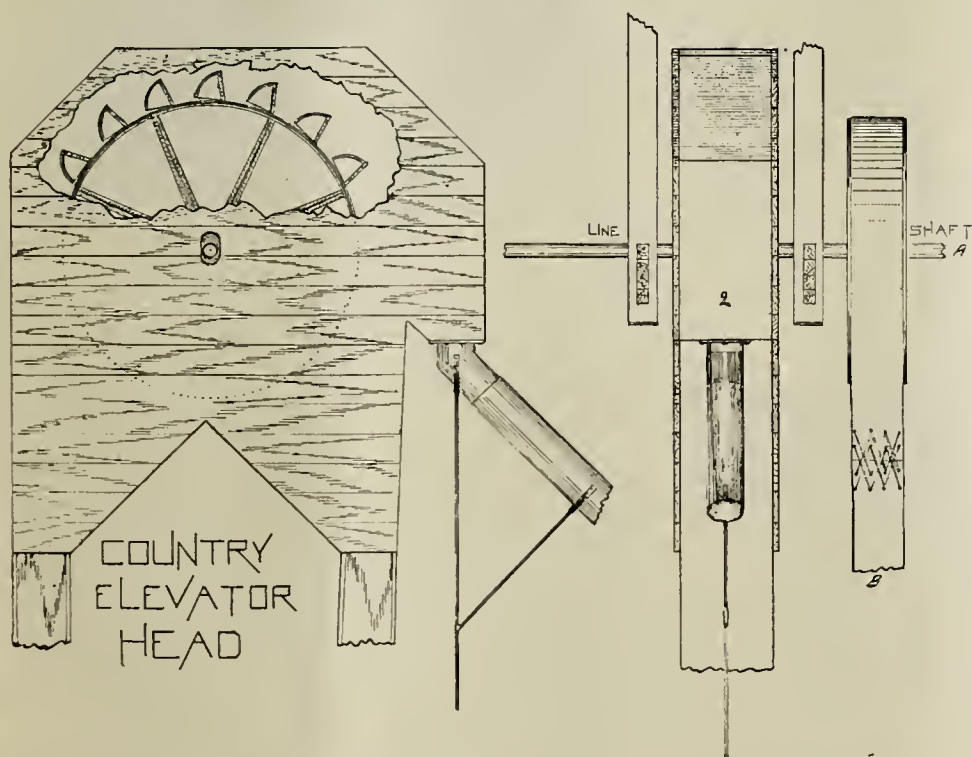
Dangerous Features.—When the leg becomes choked the head pulley C stops, while the paper friction wheel B continues to revolve. The arms of C are usually littered with strings, lint, bits of rag and cloth, which adhere and cling to the edges inside of the head and leg and which are usually carried there with the grain. These substances and other refuse are quickly ignited by the friction of the two wheels, B and C, and sparks thrown from the point of contact.

Terminal elevator head with single leg rope drive consists of line shaft A on bin floor; friction clutch and driving pulley, B; driven pulley, C; head shaft, D.

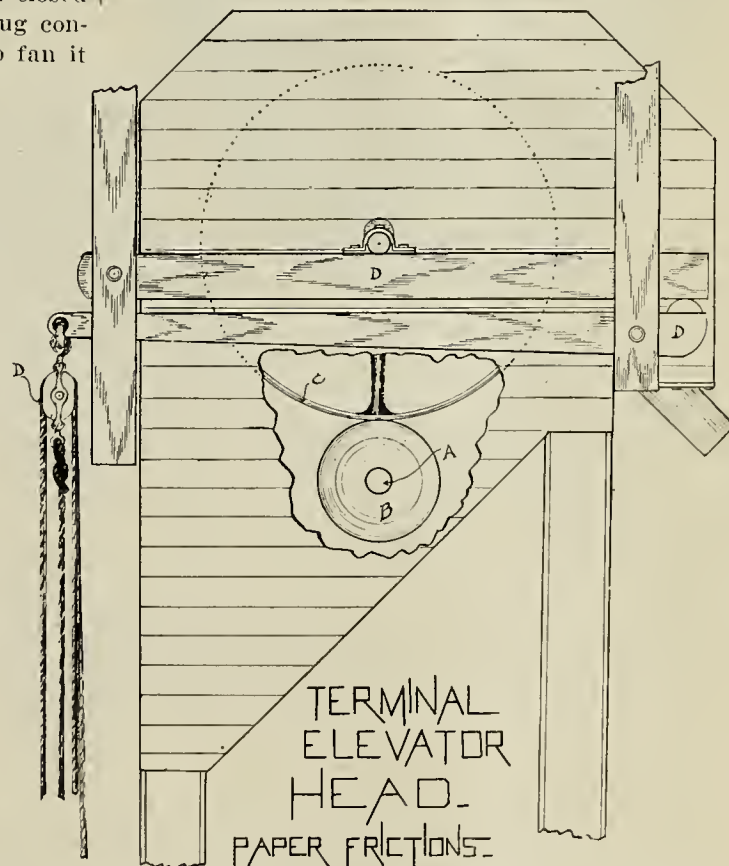
Dangerous Features.—This type of head possesses the least danger from friction of any construction, as the slippage and friction in case of stoppage are far removed from the elevator head and are located on the bin floor.

Another hazard in conjunction with the above described construction is that contained in the boots. In the majority of cases the bearings are inaccessible, being located in pits under the floors, and like the pits are as a rule full of dust. The bearings are generally oiled through a small tube, running from the first floor to the bearings below. Should an obstruction occur in the tubing, preventing the free access of oil to the journals, the result would be that which so often occurs, viz., a hot box; and if not detected in time this might make a hotter "box" of the entire plant. There is special danger here owing to the accumulation of dust, chaff and refuse incident to grain prior to its being cleaned. However, fire from this feature, or hazard, is generally detected by the smell of burning oils before it makes much progress, while the smoke will ascend to the floor above, as a rule.

In conclusion, then, I would in substance say that all legs and machinery should be constantly watched



COUNTRY
 ELEVATOR
 HEAD



TERMINAL
 ELEVATOR
 HEAD.
 PAPER FRICTIONS.

lowed to continue in operation while the foreman attends to the buying and weighing of the farmer's grain, the bookkeeping of the business and the various other duties of his position.

Referring to the drawing of the "country elevator head," it may be explained that whether there be but one or more legs, the construction is the same, the only difference being the length of the shaft. The shaft A runs through the one or all the heads. The belt B is kept very tight upon the pulley, for slipping would cause it to leave the pulley and make it necessary to put it back in position, by no means an easy task. This type of head is found in many country elevators and also in some terminal houses. Its dangerous features may be stated as about as follows:

The total destruction of the plant may result, and the old story is retold: "Cause of fire unknown."

This construction usually has a positive drive and the leg cannot be stopped without shutting down the engine.

Terminal Elevator Heads.—Referring to the drawing, the line shaft A extends the entire length of cupola and drives one row of legs by passing through each head as shown in the drawing. The paper friction pulley B is firmly keyed to the line shaft in each head. Where second or third lines of elevators are employed they are driven by a cross belt and drive. The legs are built in the manner previously described. The head pulley C is driven by frictional contact with "B." D, D, D show the method of lifting the head pulley from contact with

and attended to while at work, and the "one man power" in the country elevator should be vetoed by the fire underwriting fraternity, for in the end the insurance companies are they that have to pay for this kind of economy on the part of owners and operators.

The grain inspectors had a hard time of it during the heated term of July, and not a few gave out under the tension.

July receipts of wheat at St. Louis were the largest in the city's history for July, having been 5,591,149 bushels. The year's receipts to August 1 were the largest since 1892—19,786,614 bushels. Corn receipts for the year were below those of 1900.

P. H. ELCAN.

The Indiana, Illinois & Iowa Railroad, familiarly known as the Three-I, taps a very productive corn area in Kankakee, Livingston, La Salle and Putnam counties of Illinois. Having no direct Chicago terminal, but handling an "outer belt line" business, the road offers special attractions for buyers shipping eastward direct; and since the advent of the road into the territory named, it has been able to take a large part of the grain which formerly went in other directions and which is now transferred at Kankakee or South Bend for southeastern or eastern forwarding. The I. I. & I. Elevator at Kankakee is, therefore, one of the most important interior stations of Northern Illinois. It has a storage capacity of 330,000 bushels, and being equipped with modern machinery, it can handle from fifty to sixty cars per day of ten hours.

The manager of this important elevator is P. H. Elcan, a young man who was born in Buckingham County, Va., on August 14, 1873. At twenty (1893) he entered the employ of Carrington, Hannah & Co., operators of this and other elevators, as a clerk in their Kankakee office, and a few months later (May, 1894) was made weighmaster of the Kankakee elevator. His next promotion was to the position of traveling salesman, and from November 1, 1896, to



P. H. ELCAN.

February 1, 1899, he represented the firm on the road, having his headquarters at Kankakee. Then he was advanced to the superintendency of the I. I. & I. elevator at Kankakee, with which is connected duties of supervision of other stations operated by the firm on the Three-I and Illinois Central roads.

Mr. Elcan's advancement with the firm of Carrington, Hannah & Co. is evidence of his business capacity and faithfulness, and it is entirely safe to predict for him a prominent place in the trade for the future.

NATIONAL HAY ASSOCIATION.

The eighth annual convention of the National Hay Association will be held in Indianapolis, Ind., September 10 to 12 inclusive. It is expected that about 800 members of the Association will attend, representing every state in the Union. Ohio, Missouri, Kansas, Illinois and Indiana are expected to send large delegations to this convention.

The convention will be in charge of the Indianapolis Commercial Club and the Board of Trade, which have perfected arrangements for the entertainment of the delegates. The close of the session will be marked by an entertainment given to all the delegates and a concert by the military band. Other features will be sight-seeing trips to the parks and other places of interest. Addresses will be made by Governor Durbin, Mayor Taggart, President Appel of the Board of Trade and President Spann of the Commercial Club.

Notices have been sent out of the appointment

of a new secretary and treasurer of the association to succeed R. H. Peterson of Chicago, resigned. The appointee to fill the unexpired term is P. E. Goodrich of Winchester, Ind.

MORE TERMINAL ELEVATORS.

The C. M. Seckner Engineering Co. has plans completed for a 158,000-bushel storage and transfer elevator for Frank G. Ely at South Chicago, Ill.

Benj. Warren Jr. of Peoria, on July 17, executed a contract with the Barnett & Record Company of Minneapolis for the erection of an addition to the Iowa Elevator at Peoria. The contract calls for the expenditure of \$40,000, which will nearly double the capacity of the present elevator, which is 550,000 bushels.

The Boston & Maine Railroad at Boston has enlarged the shipping facilities of the grain elevator (1,500,000 bushels' capacity) at the Mystic Docks, Boston. Heretofore only two ships could be loaded simultaneously at the Mystic and Hoosac Tunnel docks, but the elevators have been connected by means of belt galleries, from which by means of numerous loading spouts the loading capacity has been indefinitely increased to meet any requirement.

Permits have been issued to the Rialto Elevator Company and to J. Rosenbaum to build grain elevators at South Chicago.

The Rialto Company is building a storehouse at One Hundred and Fourth Street and the Calumet River, which will be 256x76 feet in size and costing \$350,000. The capacity will be 1,000,000. The Macdonald Engineering Company are doing the work. The slip for vessels will be 1,900x180 feet and 20 feet deep.

The Rosenbaum house will be less costly—\$250,000. The foundations are now being constructed.

The Grand Trunk and Vermont Central railways have decided to build an elevator at New London, Conn., to have storage capacity of 1,500,000 bushels and facilities for loading into ocean steamers. The Vermont Central has lately been making many improvements to its property, especially in the way of stronger bridges and heavier rails; and it is the apparent purpose of the companies to make New London the terminal of a new ocean route for grain. The city is asked to vacate parts of two streets, and Congress will be asked to deepen the harbor, which has now but twenty-four feet of water, to thirty-five feet. The companies purpose to spend about \$500,000 on the terminal.

A LARGE ORDER FOR BELT CONVEYOR MACHINERY.

Messrs. Stephens, Adamson & Co. of Aurora, Ill., have been awarded the contract for the entire equipment of belt conveyor machinery for the new Grand Trunk Elevator at Portland, Maine, with a capacity of one and one-half million bushels. This contract includes all the machinery necessary for the complete conveyor system in the galleries and the elevator proper, which is over nine thousand feet long.

There will be from eight to ten carloads of machinery in this job, consisting of shafting, bearings, rope sheaves, concentrator rollers, pulley rollers, stands, trippers and friction clutches. The "Bee" Patent Concentrator Roller, as manufactured by them will be used throughout the entire system. The trippers used will be made from designs by John S. Metcalf Co., who are the engineers for the job. This will be one of the largest belt conveyor systems ever installed.

July (1901) shipments of corn by lake from Chicago were 2,554,000 bushels, compared with 13,521,000 in July, 1900.

The annual wheat jubilee of Sumner County, Kan., will be held on September 24-28. The county this year produced 7,500,000 bushels of wheat, called 1 per cent of the American crop.

E. W. LANGER.

The "man behind the guns" of the line elevator company is the station agent. The company doesn't always "feather his nest" nor serve him with "pie a la mode," nevertheless when the agent is capable, honest and energetic the station makes money; when he isn't, the traveling auditor always thinks unmentionable things and frequently "rips them out." There are agents and—agents. A good one is a treasure. He is often a farmer's son; with rare exceptions he has been a worker "from his youth up," like E. W. Langer, now agent for the Pacific Elevator Company at Marietta, Minn.

Born at Watertown, Wis., March 3, 1869, he spent his early youth in Pierce County, of the same state. As soon as he could be of any real use to the family he assisted in the clearing of timber lands and in plowing, at a time when he was barely tall enough to grasp the plow handles. At seventeen he was a merchant on his own account, and bought wood and potatoes to sell to St. Paul. At eighteen he began handling grain at Diamond Bluff, Wis., for Paul Huefner of Fountain City. Two years later he took charge of an elevator for M. T. Dill on the C., B. & N. at Prescott, Wis.

After two years at Prescott, the superintendent



E. W. LANGER.

of a line company convinced him that the West was the country to grow up with, and made him an offer to go to Minnesota at an increased salary. He resigned the Prescott job, therefore, but when his assignment came it was to North Dakota. This was more than he bargained for; and as he had never been far from home before, he refused the place and went into another line of business. But the years 1893 and 1894 proving more rich in experience than in cash, he returned to the grain business, taking a position with the Pacific Elevator Company at Arlington, Minn. From that time until March last he represented the company at Arlington, Echo and Marietta. He then resigned to look after his homestead and other business in North Dakota, of which state he had become less fearful than in 1892, when he refused to go there on any terms.

After concluding his private business in North Dakota, he returned to visit friends at Marietta, and while there was re-engaged by the Pacific Elevator Company to take the station at Dawson, which he had charge of until August 1, when he returned to Marietta.

Mr. Langer is considered one of the company's best men; and if he prefers to stay at Marietta it is because he chooses it as the one station of the company most to his liking.

Chicago's cattle receipts during the heated term were very heavy—on July 24 beating all records, with 34,000 head. Lack of feed and scarcity of water in the West is the explanation offered for this extraordinary rush.

S. N. DODD.

S. N. Dodd, manager for W. C. Walters, of the C. & N. W. Elevator at Toledo, Iowa, has had a busy, if uneventful, life. Born on February 11, 1856, near Marion, Iowa, he lost his father at the age of four years and his mother at seven years. When the latter calamity came, the family of six children was broken up, the subject of this sketch going to a distant relative at Tama, where he remained three years before entering the family of a farmer on whose farm he worked until he was fifteen years old, getting such schooling as was afforded by the district schools in the winter months.



S. N. DODD.

He began his connection with W. C. Walters in March, 1872, at the age of sixteen, and has been with him, barring some intervals, ever since. Mr. Walters was then a grocer, and young Dodd continued in that line until 1877, when he went to Davenport to get a business education. In 1878 he became bookkeeper for J. L. Bracken & Co., grain and live stock dealers, with whom he remained for a year and a half, when he again took a position with W. C. Walters. He returned to the grain business as manager for a company which took the elevator operated by Bracken & Co. on their retirement from that line, and when this new firm some eighteen months later retired from business, he returned again to the employ of Mr. Walters.

In 1883 Mr. Dodd formed a partnership with S. M. Melick and purchased an elevator at Gladbrook, Iowa, which they operated for about two years, when Mr. Melick sold out his interest to Mr. Walters. Mr. Dodd continued to operate the elevator with Mr. Walters until July, 1887, when they had the misfortune to lose the elevator by fire, whereupon the partnership was dissolved. In the spring of 1888, Mr. Dodd removed to Des Moines, Iowa, where he remained until October, 1893, being employed by different firms, the last year by Kerfoot Bros., dealers in mill and elevator supplies. This position he resigned in October, 1893, to take his present position with W. C. Walters, where he has been continuously for nearly eight years.

Mr. Dodd has practically the entire management of the business, as Mr. Walters devotes his time to the management of a street railway line, his banking business, etc. The elevator is owned by the C. & N.-W. Ry. Co., and is equipped with 40-horsepower steam plant, corn sheller, grain cleaner, oat clipper, roller-feed mill and three dumps, with a leg from each one. The house has a storage capacity of from 30,000 to 35,000 bushels. For the past eight or nine years this has been the only house in operation in Toledo, and it has always done a good business.

The New York correspondent of the Pittsburg Dispatch of recent days says: "Everyone is familiar with the story of the deserted city and the grass growing in the streets. New York can go the deserted city several better at the present time. On Fourth avenue, one of the most prominent business streets in the city and within a stone's throw of the busiest spot in the United States, oats are growing on the street. There are not a few scat-

tered blades, but patches several feet square in a number of places. The grain has appeared and the heads were nodding lazily in the sun this afternoon. The subway tunnel is responsible for turning a business street of the metropolis into an oat's field. Someone scattered the seed over the fresh earth when it was dug up and the seed has borne a great crop. The workmen take pride in the growth of the grain and may have a harvest home celebration."

SPECIAL BIN WHEAT IN MINNESOTA.

"Ever since the state of Minnesota took hold of the inspection and weighing of grain, there has been a dispute between Duluth and Minneapolis regarding the quality of the inspection at the respective markets. Duluth has claimed that instead of being but one inspection, just and equitable to all at both points, there has been at times three inspections, an "in" and an "out" inspection at Minneapolis and the Duluth inspection, which, the latter market has claimed, was always better than either inspection at Minneapolis. When the board of appeals law was passed two years ago, it was thought the dispute between the two points would be ended, but instead of that the trouble only became more acute," says the Commercial Record, for "the interpretation of the law was that the decision of the three members at each market would be binding on the three members at the other market. In other words, if grain inspected out at Minneapolis was appealed and sustained by the appeals board there, it would have to be taken at that grade in Duluth, or vice versa."

This ruling by the attorney-general was made some time ago and has caused no end of complaint, more or less bitter; but recently a shipment of wheat went into Minneapolis containing a quantity of bin-burnt and sprouted grain. The Minneapolis board of appeals graded it No. 1 Northern, after which several cars of the lot were forwarded

been established by the board of appeals at Duluth, it offered to a public elevator for storage, shall, at the option of the warehouseman, the owner or his agent, be placed in a special bin with grain or flaxseed of the same grade coming from the same appeal board district. The warehouse receipt issued by the warehouseman shall be marked "Duluth board of appeals special storage" or "Minneapolis board of appeals special storage," as the case may be, and shall go under the same grade as provided by law.

The special bin provided by the elevator for storing grain or flaxseed shall be sealed by or under the direction of the chief deputy inspector at the terminal where the elevator is located, and the seals shall not be broken excepting by or under his direction.

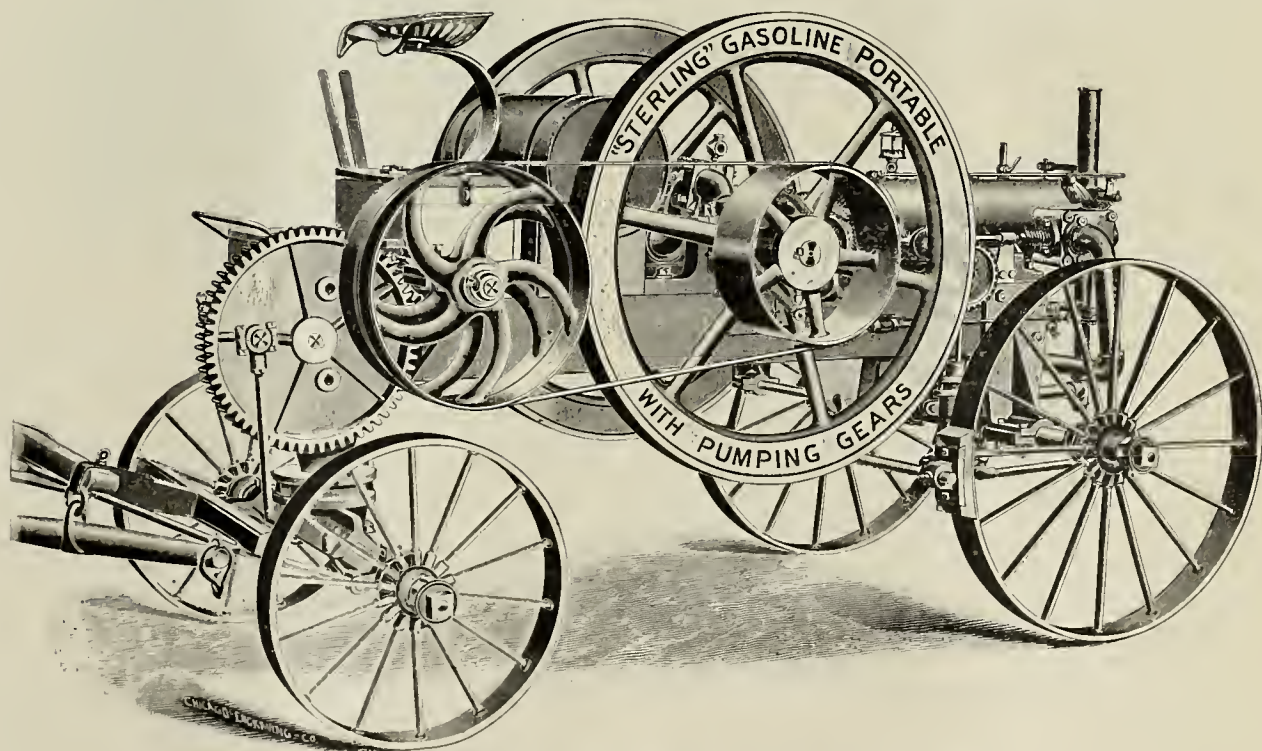
In case any seals are broken by anyone excepting an authorized state official the grain or flaxseed shall be considered as having lost its identity and be subject to reinspection by the department where the elevator is situated.

The rule seems to be entirely satisfactory to Duluth dealers, at least.

PORTABLE STERLING ENGINE WITH PUMPING JACK.

The accompanying illustration shows a portable gasoline engine with a pumping jack mounted on the front end of the frame, which is operated by the belt running from a pulley on the engine shaft to the tight and loose pulleys on the pinion shaft. This attachment was designed for use on large ranches, where a number of wells are located at different points on the ranch, and instead of having a pumping jack at each well, the engine is pulled around to the wells. The pump rod is connected to the working head in the well, and as much water is pumped as desired. The pump is then disconnected and moved to another well ad lib.

The outfit makes a very compact machine and one that cannot fail to interest anyone desiring a portable gasoline engine with a pumping jack attached to the same frame. Further information can be obtained by addressing the manufacturers, the Charter Gas Engine Co., 400 Locust Street,



PORTABLE STERLING GASOLINE ENGINE WITH PUMPING JACK.

to Duluth, where, of course, it had to be accepted, under the rules, as contract stuff. This episode seems to have been "the last straw;" and a descent was made by the sufferers at Duluth upon the Railroad and Warehouse Commission, and a demand made for relief from future dumps of this kind; but, of course, from the particular inspection complained of there could be no relief, the law making the board of appeals' decision final as to grade.

In view of the speedy reopening of the shipping season the Commission met the difficulty by promulgating a new rule for "special bin" wheat as follows:

All shipments of grain or flaxseed received at Duluth, the grade and dockage on which has been established by the board of appeals at Minneapolis, and all shipments of grain or flaxseed received at Minneapolis, the grade and dockage on which has

Sterling, Ill., a company which has been long and favorably known as among the pioneers in the building of safe, durable and reliable gasoline engines.

Jos. Goodfellow of Barrie, Ont., proposes that the Canadian government shall aid the farmers in destroying the barberry hedges in order to prevent rust in wheat.

A short-lived, sympathetic strike took place among the grain shovellers at Buffalo to aid their co-laborers at the Anchor Line docks at Erie. After an interruption of several days, the strike was settled on August 6. Contractor Kane, at Erie, sold out to his partner, who will employ union men as needed, retaining the non-union hands used during the strike.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

SHOULD BE IN CONSERVATIVE HANDS.

Editor American Elevator and Grain Trade:—I am in favor of a mutual insurance company provided it can be put into careful, conservative hands. I think the old line companies are charging us entirely too much.

Yours, T. H. DIXON.
Ambia, Ind.

INDORSES MUTUAL INSURANCE IDEA.

Editor American Elevator and Grain Trade:—The writer heartily endorses the idea of a grain dealers' mutual fire insurance company and will assist in any manner to establish a company of that kind in Indiana and adjoining states.

Yours respectfully, C. W. MOUCH.
New Castle, Ind.

CHEAPER INSURANCE IMPERATIVE.

Editor American Elevator and Grain Trade:—I deem some plan of cheaper insurance highly essential to the interests of the grain dealers of Indiana.

At present I have no suggestions to offer, as the Indiana millers have taken up the matter of grain elevators.

Respectfully, J. F. McCORMICK.
Ambia, Ind.

A FIELD FOR MUTUAL INSURANCE.

Editor American Elevator and Grain Trade:—I think there is a field in Indiana for a grain dealers' mutual fire insurance company. If properly organized and managed, I see no reason why it should not prove to be a success and save the elevator owners money.

I am not prepared just now to suggest any plan, but I understand that Mr. Wolcott, secretary of the Western Indiana Division, has thought a good deal on this subject and has a plan which he thinks could be worked and made to succeed.

Yours truly, W. R. BRECKENRIDGE.
Kankakee, Ill.

SUGGESTIONS AS TO MUTUAL INSURANCE.

Editor American Elevator and Grain Trade:—I have given the matter of mutual insurance but little thought since we discussed it at the annual meeting. I believe, though, it could be made successful, as we can eliminate a vast amount of expenses that any old line insurance company is bound to have. The agents' commission of 15 to 20 per cent would be eliminated, large salaries to officers, etc.

My idea, as I stated at the meeting, would be to limit the risk in the start and pay into a fund the regular rate as charged by the regular insurance companies, and create a reserve to meet any emergency. After a sufficient fund was created, then to levy an assessment that experience by that time would have proven sufficient.

I would be pleased to receive suggestions, as I firmly think this matter should be agitated and carried out.

Yours truly, E. H. WOLCOTT, Secy.
Wolcott, Ind.

OPPORTUNITY RIPE FOR MUTUAL INSURANCE IN INDIANA.

Editor American Elevator and Grain Trade:—To-day (July 17) is the hottest day of the year here. No rain for a long time; corn and pastures drying up; the potato crop cut short by one-half at least; berries in most places a failure. The new wheat is coming in in nice shape and of good quality. All thrashing off the field so far has been done without one drop of rain. The grain is hard and bright.

The grain dealers of Indiana could certainly make use of a mutual fire insurance company. The best plan would be to bring the matter before the annual meeting. This should have been done at the last annual meeting at Lafayette. There is no reason why this could not be brought about and in a very reasonable time. We certainly can and

should carry such protection among ourselves rather than to go after the general insurance agent where we always find that we are paying too much and even then in many points it is not satisfactory.

If we go after this mutual insurance we can get it. It is before us with all the opportunity we can ask for.

Yours truly, W. F. SCHILT.
Bremen, Ind.

AN EXAMPLE OF MUTUAL BENEFITS.

Editor American Elevator and Grain Trade:—I think the grain dealers could save a great deal of money each year by organizing a mutual insurance company. I do not know of any better way of agitating the matter than a series of letters in the grain trade journals.

We have lately been investigating the Millers' National Insurance Co. of Chicago and think their plan of management is very good. Will inclose their circular which shows that they are carrying insurance at about one-half the rates charged by old line companies.

Yours truly, L. H. BLANKENBAKER.
Wolcott, Ind.

ATTENDANCE SHOULD BE BETTER.

Editor American Elevator and Grain Trade:—In regard to a mutual fire insurance company, it is something that is needed. It was discussed at a grain dealers' meeting held at Anderson, Ind., some time in June.

If more dealers would attend our meetings they would be more interesting. We have weekly meetings at the Randall House, Fort Wayne, except August 1, I think, we make a temporary change to Decatur, Ind.

If you can do anything to relieve us of the high rates of insurance we surely would appreciate it, as we cannot carry enough at present rates.

Truly yours,
BERNE GRAIN & HAY CO.,
C. G. Egly, Manager.
Berne, Ind.

JOIN THE NATIONAL HAY ASSOCIATION.

Editor American Elevator and Grain Trade:—I consider one of the paramount needs of the National Hay Association is that every person interested in the hay business should become a member. An increased membership would give the Association more prestige and influence. In my opinion, the membership would rapidly increase if the Association will adopt a more progressive policy and give conclusive proof that it would be an advantage for hay shippers and dealers to belong.

Such a policy could be carried out to splendid advantage along the line of national inspection, with a provision for also looking after the weighing of cars. The transportation problem also presents a good opening for doing something. I have often thought, too, that the Association could be a great benefit to its members by providing a legal department to look after shippers and receivers making a business of dishonest practices.

Yours truly, LEWIS W. DEWEY.
Blanchester, Ohio.

THE COMING NATIONAL HAY ASSOCIATION CONVENTION.

Editor American Elevator and Grain Trade:—I am pleased to inclose to you herewith an advance copy of the official program for the forthcoming National Hay Association convention. This will show you something of the range of subjects to be considered; that we shall have the largest and most enthusiastic convention ever held by this Association there can be no question of doubt, and that there will be more questions of importance come up at this convention than ever before seems also assured.

Among the important matters that will be considered I may name:

The proposition to establish a bureau of inspection, thereby giving the Association the necessary machinery for putting into final execution the uniform grading rules established by it.

The establishment by the Association of a claim bureau for the handling of claims of every char-

acter, but with especial reference to the collection of railroad claims.

An insurance feature in connection with the Association, to be operated along the lines of the several millers' mutuals, is strongly advocated by many.

Aside from these, there will be offered several important amendments to the constitution; still further amendments will be needed if any or all of the above propositions should carry.

That we shall have a very complete and extended discussion of the general needs and requirements of the trade, and the best means of securing same, there can be no question. I sincerely trust every dealer in this commodity will be represented.

With the hope that I may have the pleasure of meeting you in person at Indianapolis,

Believe me, sincerely,

GEO. C. WARREN, President.

Saginaw, Mich.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Rights of Holders of Warehouse Receipts as Collateral Security.

The Court of Appeals of New York holds (case of Driggs against Dean, 60 Northeastern Reporter, 336) that a person to whom a warehouse receipt has been transferred by indorsement and delivery as collateral security is vested with a qualified title, which gives him the right to take possession of the property upon the surrender and cancellation of the receipt. The right that he acquires is not an absolute title, for the owner may redeem, and the right of possession is subject to the liens of the warehouseman for storage. The New York statute provides that such warehouse receipts "may be transferred by indorsement thereof; and any person to whom the same may be so transferred shall be deemed and taken to be the owner of the goods, wares and merchandise therein specified, so far as to give validity to any pledge, lien or transfer made or created by such person or persons; but no property shall be delivered except on surrender and cancellation of said original receipt or the indorsement of such delivery thereon in case of partial delivery."

A person, therefore, who becomes a holder of a warehouse receipt as collateral security, the court continues, does not, by reason of his having the possession of the receipt, necessarily become bound for the storage of the property. It is true he has a qualified title, and he may if he so elects take or reduce the property to possession upon payment of the storage. He, however, is not bound to take possession of the property or to pay the charges thereon.

Thus, the court holds in this case that where parties who had guaranteed a note which was discounted at a bank, and further secured by the pledge of certain warehouse receipts, paid the note and received the warehouse receipts from the bank, they had the right to ascertain and determine whether there was property on storage represented by the receipts out of which they could reimburse themselves for the money that they had been compelled to pay. They had the right, the court holds, to inquire of the warehouseman as to the amount of claims held against the property for storage and to examine it for the purpose of determining whether it was of value sufficient to meet the charges before taking possession. If, after ascertaining these facts, they took possession, either actual or constructive, or did any act indicating a purpose to take the control and management of the property, they thereafter became liable for the subsequent storage of the property. But the court does not think that they became so bound by sending other parties to examine the property. It holds, instead, that they had the right to ascertain through others as to whether the property was of the character described in the warehouse receipts, and as to whether it was merchantable, and that

such an examination should not be construed as taking possession of the property or as exercising acts of control and management thereof.

Time Within Which Grain Sold Should Be Delivered.

A telegram was sent to a firm which read: "Send two cars white clipped oats, thirty-six pounds thirty-three and a half. Ans. immediately." That was June 22, 1899.

On the same day the firm answered by telegram: "Have booked your order, but the price is too low," and, by letter, "We have this day sold you two cars 36-38 clipped white oats at 32½. To be shipped prompt. Designation Waterbury, Conn. Line via H. R. Invoice and sight draft to come from us. If any error in the above, please reply by return mail."

On the 15th of July, 1899, the party, not having secured the oats, and, as far as appears, not having heard from them, sent to the firm this letter: "About the middle of June I wired you for two cars of oats, at 33½, to weigh 36 pounds per bushel. June 22 I received your statement that they would be shipped promptly, and I made sale of the two cars accordingly. Parties now refuse to take them on account of delay. Please countermand the order and oblige."

The oats arrived in Waterbury on the 27th of July, 1899, and were formally tendered to this party on the 29th of that month. He refused to receive them. Afterward, the shippers, claiming to act on his account, sold the oats for 30 cents per bushel, and sued him for the difference in price, and obtained a judgment in their favor. (Soper against Tyler, 49 Atlantic Reporter, 18.)

The fact that the party, after he received the telegram and letter of June 22, bargained to sell the oats to another party, the Supreme Court of Errors of Connecticut thinks, would seem to show that he regarded the contract between himself and the firm as a completed one, and that nothing remained but performance by the firm. That being so, the decisive question was whether or not he was justified in refusing to receive the oats by the delay in the delivery. Now, in all cases of contract where the time of performance is not specified, the law requires, the court says, that it shall be performed within a reasonable time. If the party on whom the duty of performance rests delays beyond a reasonable time, then the other party may refuse to accept performance. Thus, where the contract imposes on the seller the duty of sending the goods, he must send them within a reasonable time; and, if they are not so sent, the buyer is relieved from the obligation of receiving.

In this case, the oats were ordered on the 22d of June. They did not arrive in Waterbury until the 27th of July following, and were not formally tendered to the party who ordered them until the 29th of the latter month. Moreover, they were not shipped at any time consigned to him. They were consigned to the shippers at Waterbury, Conn., with instructions to the carrier to inform the party who ordered them. There was also on the trial evidence that a "reasonable time" for the carriage of freight from Chicago to Waterbury did not exceed ten days. What was such "reasonable time," the court holds, was a question of fact for the jury. If the jury believed this evidence, then the verdict, it says, ought to have been for the party who ordered the oats instead of for the shippers. But upon the question of "reasonable time" in the performance of this contract the jury was not instructed at all. Wherefore, holding that omitting such instruction was error, the court reverses the judgment rendered in favor of the shippers and grants a new trial.

Apparently the number of wheat fields and stacks destroyed by fire during the harvest season in the winter wheat area was this year unusually large.

Wheat receipts at Kingfisher, Okla., for the two weeks ended July 7 were 270,095 bushels. The heavy passenger travel to Indian Territory, however, greatly crippled the freight service of the roads, and prevented prompt shipments from the elevators.

THOMAS E. HOLMES.

Among the young men who are doing work in the grain business in Iowa—those men upon whom the great line companies rely for direct contact with their patrons, the farmers—is Thomas E. Holmes, now representing the St. Paul and Kansas City Grain Company at the station at Perry, Iowa.

Mr. Holmes is a native of England, having been born in Leicestershire on January 9, 1870. At the age of thirteen, however, he came with his parents to this country, the family, which included seven sons and four daughters, settling at Defiance, Iowa, where the parents still live. Here Thomas E. worked on the farm during the summer and went to school during the winter until he became himself the schoolmaster (winter of 1889-90) before graduating from the Highland Park College (business course) of Des Moines, Iowa, in 1891. During the three following years he was bookkeeper for the Bank of Defiance.

Mr. Holmes entered the employ of the St. Paul and Kansas City Grain Company on September 1, 1895, at Astor, Iowa, and after one year there was



THOS. E. HOLMES.

sent to Underwood, Iowa, and on March 1, 1901, was transferred to Perry, Iowa.

Mr. Holmes on February 24, 1894, married Miss Ella Penniston, and they have been blessed with a daughter.

REMEDY FOR HESSIAN FLY.

While the Hessian fly has been known for many years as a great affliction to wheat-growers in the older states, it has not until recently attracted much attention in Kansas. There has been more complaint of its appearance this year than ever before, although only in scattered neighborhoods, and all familiar with the pest and its destructiveness realize the importance of taking steps to prevent its spread. Secretary Coburn of the Board of Agriculture says there is nothing so thoroughly effective in this direction as burning the stubble as soon as the wheat is removed from the field. He is of the opinion that if every one of the five million and more acres of wheat stubble which Kansas has had this year were carefully and thoroughly burned over immediately after harvest it would do far more to destroy various harmful grain insects than any and all other means available. Fields so purged by fire this year would have much more likelihood of immunity from not only the Hessian fly, but innumerable other injurious insects for several succeeding seasons. Unless something like this is done systematically the wheat fields of Kansas, like those of other less favored states, are likely to become the breeding grounds for pests that will be very annoying and

very expensive, not only by their depredations upon wheat fields, but upon other crops as well.

IN THE COURTS

F. W. Rindell & Co., of Toledo, O., grain commission merchants, have brought suit in a Toledo court against Sticker, Miller & Co., for \$300 damages, on account of breach of contract. It is claimed defendants failed to sell ten cars of oats as agreed.

Wm. W. Pennell of East St. Louis, who has been unable to collect a judgment for personal damages (\$2,500) obtained against the Transfer Elevator and Grain Company of that place, no property being found, has begun an action against the company in the form of a receiver's injunction and creditor's bill.

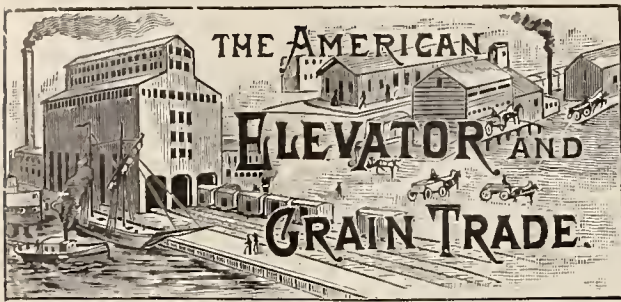
W. J. Roller of Newman, Ill., sued the Continental Fire Insurance Company for \$1,200 on grain in his warehouse, burned last spring. Roller asked the Continental's agent one evening to write that much insurance at an agreed rate, the insurance to date from noon of that day. The agent failed to do so, and that night the elevator burned. The lower court held that the company was held by the agreement of the agent. The Continental company has appealed.

In order to establish the fact of discrimination, Spencer Kellogg of Buffalo on July 31 brought an action against the Lehigh Valley R. R. Co. for the sum of \$250. This amount is claimed to be the excess charges made on 50,000 bushels of corn taken from the Kellogg Elevator to New York City. The railroad company claimed in defense that the rates charged Mr. Kellogg were the same as those charged other shippers under similar conditions and that there has been no discrimination against the plaintiff.

Colin McLachlin and four other stockholders in the Botsford Elevator Company of Port Huron, Mich., on July 13 began an action against the company, praying the court to order an accounting to declare such dividends as the financial condition will warrant; also that a temporary injunction be issued restraining the officers from disposing of the corporate property without the assent of all the stockholders. The complainants hold they are unable to ascertain the financial condition of the company, as William E. Botsford and J. E. Botsford, who own a majority of the stock, refuse to have the books audited or make an accounting. The complainants further allege that the Botsfords are endeavoring to sell the property at a sacrifice and allege it is a scheme to freeze them out.

A decree by default was on July 28 entered pro confesso in a Jersey City court against Charles A. Purcell of Chicago, Alexander M. Curtis of Buffalo, Charles Sohngen of Hamilton, Ont., Charles A. Stadler and E. R. Chapman of Manhattan, C. M. Warner of Syracuse, Robert Nunnemacher, Adolph C. Zinn and Theodore L. Hansen of Milwaukee, and David D. Weschler of Erie, being ten of the thirteen directors of the American Malting Company. The suit was brought by Aaron Appleton, a stockholder of the company, to compel the directors to pay back into the treasury of the company the sum of \$1,395,688 paid out in dividends before they were earned, for the purpose, as Applegate claims, of booming the company's stock. The corporation law of New Jersey provides that if the directors of a corporation pay dividends out of funds other than earnings they make themselves personally liable. Appleton alleges the directors borrowed money with which they paid 7 per cent dividends on preferred stock for the year ending January 1, 1900, and also unearned dividends of 6 per cent on the common stock. He declares the report of a committee of stockholders appointed to investigate shows the dividends were paid with unearned moneys in violation of the law. The company was incorporated on September 27, 1897, with a capital stock of \$25,000,000.

The state of Washington is buying oats in Minnesota in large quantities.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., AUGUST 15, 1901.

Official Paper of the Illinois Grain Dealers' Association.

THE CORN CROP.

The government crop report of August 10 has fully corroborated the gloomy predictions as to corn made by Snow and the other confirmed pessimists, by putting the average condition at only 54, which is said to be the lowest on record, even the lean year 1894. Kansas, Missouri and Nebraska are listed as suffering the most, in the order named, while Ohio, Indiana, Iowa and Illinois suffer least in the proportion named. On the basis of a condition of 54, the New York Herald estimates a total production of 1,103,224,000 bushels only, against an average crop of about 2,000,000,000 and 2,283,845,000 bushels in the fat year 1896. The government statistician makes no estimate of total yield, dealing only with condition. Other estimates increase the Herald total to about 1,300,000,000 bushels.

Crop estimates are not infallible by any means. The state statisticians differ from the national statistician, and not even 12,000 correspondents can cover the entire grain growing area of the United States in a way to insure exactness. But it is certain that good corn is going to be valuable property for at least one more year, which it behooves every producer to husband carefully. We have but little interest in the speculative side of this business. In the last analysis the country elevator man is most directly interested in sound and clean corn. Many farmers—perhaps it is fair to say the majority of farmers—do not care for their corn in the way to make the most of it. Country elevator men should therefore labor with them now to do better with this crop—to cure and crib it so that it will bring the top price and make the crop go as far as it will.

The situation also admonishes grain dealers that they are not going to get any superfluous

profits out of the crop to fritter away in "monkey work" at the stations. Fairness to the farmers and to each other is the only basis on which sensible men will undertake to do a grain business at country stations during this crop year.

STIBBENS FOR NATIONAL SECRETARY.

The suggestion made at the Illinois Grain Dealers' Association meeting in June that Geo. A. Stibbens of Red Oak, Iowa, would make an ideal secretary for the (to be) reorganized Grain Dealers' National Association has met with a hearty response from association men generally. His wide acquaintance in the trade direct and with the transportation interests, his experience, his tact, his level head, his straightforwardness and integrity of character, as well as his complete mastery of the conditions obtaining in the trade, all unite to commend him to the Association at its forthcoming meeting as the man for its needs at this time.

We are not aware that Mr. Stibbens is making any campaign for this office. It would not be like him to do that—he is of the kind that office seeks, not he the office. But we have been indirectly assured that he may be induced to accept the place if tendered, and the recent sale of his business at Coburg to D. Hunter places him in a position, unless he has another project in view, to do so, while the splendid condition of trade affairs in the territory of his Southwestern Iowa Grain Dealers' Union gives him some leisure and makes him about the only thoroughly practical and experienced secretary now available to put the National on its feet and place it in the influential position its membership now warrants.

NATIONAL GRAIN INSPECTION.

The argument by Flax Inspector Stevens, printed on page 64, merits the attention of such a body as the Grain Dealers' National Association. The inspectors' theory that inspection is a matter of judgment only, and is not an exact science, has been proven by Mr. Stevens in flax inspection at Chicago to be a fallacy, as he has also shown in the practical work of his own office that inspection may be reduced to an exact science as to other products than flax just as soon as the grain trade desires science to obtain in grain inspection.

Of course, absolute exactness is necessary only in case of controversy over the grading, and in such a case the law or board regulations could provide for the application of Mr. Stevens' principles to the determination of the merits in each particular case.

Sooner or later, too, the government will be called upon to take control of the inspection of grain for export, just as it will have to soon control the exportation of other products subject to sophistication by producers in the interest of the export trade in general, putting its guaranty behind the certificate of purity that shall accompany export invoices, just as Holland and the Australias, for example, now do with exports of butter, cheese, etc. Then Mr. Stevens' exact method will be found invaluable.

But some influential body must force the demand for exactness of inspection upon public attention. As Mr. Riis has said, "It is a very

charming expression of our faith in the power of right to make its way, only it is all wrong," for a "right has got to be moved along, like everything else in this world, by men."

NATIONAL HAY MEETING.

The annual meeting of the National Hay Association will discuss the subject of a national inspection of hay, the every-place-for-itself plan being "wearing on the systems" of shippers. The classification question also will receive the attention it deserves. There will be papers also on "Government Crop Reports," "Cipher Codes," "Insurance," "The Future of the Hay Trade," "Bill of Lading and Stoppage in Transit," and so on. These, with the regular business and the fine entertainment program, promise a convention of exceptional interest and value. A reduced rate is made by the railroads on the certificate plan, and headquarters will be at the fine new English Hotel on the Circle.

It is hardly necessary to urge the reader interested in hay to attend. Those who are satisfied with the present status of the trade can stay at home and have an easy conscience. Those who are not so well pleased are reminded again that reforms come about only through the joint and serious action of men; they don't come of themselves, but, like all good things, are the results only of personal action. Programs of the meeting can be had of P. E. Goodrich, secretary, Winchester, Ind.

FARMERS' ELEVATORS AGAIN.

There is little to add to the old story that the success or failure of the farmers' elevator depends on the management, just as all other business affairs do. When the farmers are willing to pay a manager a good price and let him alone the chances are in favor of their company's succeeding; otherwise not.

The fact that, for example, the farmers' elevator at Gardner, N. D., paid a dividend of 20 per cent and transferred 5 per cent more to the surplus fund on last crop year's work is no demonstration, as is now so frequently declared, that "farmers' elevators are profitable," for at Sauk Center, Minn., on the same year's business, the losses were heavy on the grain handled, as well as on the option business (think of it!) of the company. Wheat was taken in as No. 1 only to grade at the terminal as No. 2, just as if it had come from a common elevator!

Again, at Beardsley, Minn., a profit of \$1,100 was made—all required, however, for the sinking fund to pay old debts, but at Sacred Heart, Minn., the year's trading showed a loss of \$7,000, which the shareholders had to make up. The latter company's practice of trading in options is held to be responsible for the losses. At Mapleton, Minn., the losses for the year were \$495.60, mainly on stuff that misgraded. At Little Falls, Minn., an assessment of \$10 per share is called for to balance the year's cash account. Even at Garfield, Wash., where a company has been operating for eleven years and has paid dividends during that time of 165 per cent, and has now about \$12,000 in property, against a stock issue of \$7,000, there is a shortage for the second time in its history, due to losses in cleaning, leakage, etc.

And so it goes, and will go, doubtless. The

managers of such companies are expected to be easy. Yet it is just as profitable to the farmer, and much less difficult, to sell his own company dirty wheat for No. 1 as to work it off on the private elevator man, but state inspectors, ignorant of the ownership of grain, grade it for what it is, regardless of the farmer, and the dirt shows up "in the wash" when the books are balanced, just as in the private houses that do business in the same way.

So out there in Kansas, where now Mr. Butler's farmers' movement is making such a stir, boomed by the Kansas Farmer newspaper, there will be sooner or later some very sore farmers, whose present belief that they—and Mr. Butler—are the only honest people in the grain business is likely to meet with some sharp revision when settling day comes.

ANTI-COLORING LAW UNCONSTITUTIONAL.

The D. H. Stuhr Grain Company, whose officials were indicted last winter for violation of the old Illinois statute forbidding the coloring of grain, have won a victory before Judge Tuley at Chicago, who has quashed the indictments on the ground of the unconstitutionality of the law. The court holds that so long as the grain is not injured and no person is injured by the operation, no public damage can result, and the operation cannot be forbidden.

When the law was made, a score or more of years ago, grain was sometimes sulphured in such a way as to make its use dangerous to the public, but the Stuhr Company have all along insisted, and reputable chemists making a special study of barley and its malting quality, and the use of the latter in the manufacture of malt liquors, assert professionally that the quality of the grain colored by the process in use at the Hawkeye Elevator rather improves the quality of the grain for brewing purposes, than is a detriment to it. As this is the only use to which the treated barley is likely to be put, the ruling of Judge Tuley commends itself to the public's business and common sense. Certainly no one should be condemned for doing or be prevented from doing that which is a distinct benefit to the community or any part thereof.

NATIONAL ASSOCIATION MEETING.

The dates assigned for the annual meeting of the Grain Dealers' National Association are Wednesday and Thursday, October 2 and 3. The place is the Auditorium at Des Moines. Delegates from the East are expected to rendezvous at Chicago, from which city they will be taken to Des Moines on a day run on October 1 over the Chicago & Northwestern Railway, as the guests of that company.

All grain dealers' associations affiliated will, of course, send delegates, and other organized bodies of grain dealers, boards of trade, etc., have been invited to do the same, so that in all probability the convention will be the most thoroughly representative body of grain men ever brought together.

The program has not been announced, even in the most general terms. Des Moines, however, is perfecting her plans to make the social side of the meeting attractive. There will probably be an entertainment at one of the theaters

and the usual banquet, while a side trip is talked of over the Northwestern road to Sioux City. But of this more anon.

Meantime, to those interested in this Association the suggestion is made that no effort should be spared to so perfect the reorganization of the Association as to make it a power in the trade, and not merely another impotent federation after the manner of the National Board of Trade, which wears feathers enough while on dress parade to make even Gen. Miles envious, and is then heard of no more until its next meeting, doing nothing in the interval. A grain dealers' national association of that type would not be worth the powder to blow it to pieces.

The fire losses of the United States and Canada for July are estimated at \$15,740,000, and for the first seven months of the year at \$104,675,150. This drain on the resources of the country is tremendous, and, of course, accounts in a measure for the high rates of board insurance. It is the more remarkable as an evidence of American improvidence, since undoubtedly a considerable portion of this vast loss might have been prevented by reasonable precautions.

MUTUAL FIRE INSURANCE.

The recent decision of the Nebraska Supreme Court, holding each policyholder in a mutual fire insurance company liable to the full amount of his property (not merely the amount of the company's maximum assessment) for the protection of others who have been sharing liabilities with him, is declared by the board companies to have "sounded the death knell of mutual fire insurance." This may be so in Nebraska, where the failure of a mutual company must have precipitated the question upon the courts, but the old millers' mutual companies of Illinois, Iowa, Ohio, Pennsylvania, Indiana, etc., and the older manufacturers' mutuals of New England are certainly not going to quit business because a western court has formulated an opinion on this question of individual liability, which, it is doubtless well understood by policyholders, would probably be indorsed by the courts of other states, did the bankruptcy of a mutual company bring the question before them.

But that is not likely. Well-managed mutual fire insurance companies do not go into bankruptcy. Witness those of the states named, which are as solvent as any board company flourishing its millions of assets. The decision referred to, of which the board companies are making the most, should in no wise discourage the Ohio grain dealers, who have just incorporated their mutual company, nor the hay dealers, who are overburdened by the board companies and are seeking relief. It should be, in fact, merely an incentive to more careful study of the lines upon which the most conspicuous mutuals have conducted their business, with a view to getting the benefit of their long experience.

Don't speculate, Mr. Country Dealer. The man who consigns when he thinks the market is right and sell on track when he thinks it will go wrong is pretty sure, sooner or later, to get cut up by a whipsaw. Stick to one or the other method.

TAXING GRAIN IN TRANSIT.

Someone may yet achieve fame by proposing an equitable solution for the problem that perennially consumes the time and patience of the assessors: how and to whom to assess the grain in public elevators. The assessors' side of the problem is how to increase their totals for assessment. The incidence of the tax on that assessment is less a matter for their concern. They seem sometimes to overlook the theory of the law, that it is their business to assess to the owners thereof, and only to the owners, all properties actually in possession on a certain given day of each year—April 1 or May 1, or some other date.

By what rule, then, are the assessors justified in their perennial effort to assess to the elevator owner the value of sundry millions of bushels of grain of which said elevator man is merely the custodian—grain actually in transit and that owned by the holders of the warehouse certificates, who may or may not be residents of the city, county or state in which the said elevator may be located? Now, of course, it won't do to advocate the doctrine of permitting any "guilty man to escape." Too many do, to be sure, but neither law nor ethics will countenance the taxation of a man for property he does not own and never has owned.

This problem is not an easy one, but at least it ought to be approached from something like a just point of view, even if the legal directions in the matter be ignored.

GRAIN WEIGHING AT CHICAGO.

The statement by some of the Chicago papers that "a majority of the Chicago Board of Trade men" are said to favor the "formation of a state grain weighing bureau in connection with the state inspection of grain," is entirely gratuitous and unwarranted. The information that the Railroad and Warehouse Commission are "considering the advisability" of such a step may be true—doubtless is; but Governor Yates' previous appointments to state commissions have not been of a kind to have the idea of making more places for others of the same type received with enthusiasm by any excepting professional politicians.

Least of all do the grain men of Chicago or shippers to this market want the grain weighing bureau to fall into the hands of the politicians, and there is every reason to believe both interests will vigorously oppose any such change. At present the weighing bureau is under the control of the Chicago Board of Trade, and under Weighmaster H. A. Foss the system has been brought to such a state of efficiency that there is no reason to believe it can be improved upon by a state official; and even if Mr. Foss be now made a state instead of a board official, as is said to be the politicians' purpose, there is every reason to believe the system would ultimately suffer from the change, since the change would certainly reduce the chief to a mere hireling to record the will of the bosses and remove a responsible agent of the board, which he now is.

There is no other basis to this movement of the Commission but an illy-disguised purpose to bring another office and its employees within the net of Gov. Yates' party machine, and it should be most vigorously and persistently fought.

EDITORIAL MENTION

This is going to be a hard season for the corn exporters.

If you handle seed, clean it before shipping. It pays. If you haven't a cleaner, buy one.

The falling off in the late grain trade has tied up a good many vessels in Lake Michigan ports.

The Montreal elevator will be built by May 1, 1902, if it is not talked to death meantime, as now seems quite likely.

Don't spend too much time worrying over the peculiarities and methods of your competitor. It means a great deal of energy lost that could be put to better service in your business.

Secretary Smiley's revised directory of regular grain dealers of Kansas and Secretary Bewsher's July supplement to his directory are at hand—models of punctuality and accuracy, as usual.

Examine and clean your cars before loading; also examine the doors the railroad furnishes; see that they are strong and in good condition. You can't afford to dribble corn along the track at present prices.

A Minnesota farmers' elevator company was supposed to own 1,356 sacks, but on the day the annual report was made up the officials could find only 23. As the Ohio man might say, they know how it is themselves now.

An advertiser at Mechanicsburg, Ohio, offers for sale "three new piano boxes, suitable for storing grain." Of course, the crop killer has been hard at work this season, but no one suspected it was quite so bad as that in Ohio!

Corn is going to be too valuable this fall to store in poor cribs. Put your own in condition now, and see that your farmer friends do the same. Have the floors raised above the ground to keep out the wet and the rats, and let the crib be built to get the sunshine on the sides.

A suit will be made up in Kansas to determine the important question whether a railroad may lawfully refuse to permit a bona fide applicant to erect an elevator on its right of way. The Union Pacific road has done this in the case of a farmers' company at Delphos, in spite of the Railroad Commission's order to the contrary.

Few details of a business pay better than good bookkeeping. See that your own system not only accurately records all of your transactions in grain, but also the minute details of what it costs to handle your grain. This last is often neglected, and, being neglected, the reasons why many dealers do not make more money are often obscure. Margins now are practically fixed by influences over which the dealer has little control; therefore, keep your expenses down. You will be surprised to see how many

and what kind of leaks an accurate record of the expense account will often disclose.

At any rate Manitoba is in luck. Her wheat crop promises to exceed all previous records, barring accidents. One of her railroads is preparing to run extra trains at frequent intervals to move the grain eastward, and out of the country, which may or may not be lucky—for the millers.

Down in Illinois there is a dealer who has a barn handy, into which he secretes himself from the farmer when he doesn't want to pay the prices for grain adopted by his competitor. Without doubt many of those dealers will be better off at the end of the year who have bomb-proof barns on the premises.

The grain carrying business on the Illinois River continues to prosper this season, as it has since the opening of the drainage canal put water on top of its bars. If the drainage commissioners can now be restrained from tearing out the dams, the river may continue this wholesome influence on rail rates above Peoria.

The Chicago Board has authorized the resumption of official quotations of May and December prices at all times. There was some opposition to this step as unduly favoring the speculative holders at the expense of the actual holders of grain, but so long as trades in these futures have been authorized, it seemed illogical not to make the quotations.

In the case of loss through errors in the transmission of a telegram, the rule is well settled that the telegraph company is liable for the actual loss shown to have been sustained through its negligence, but this must not be understood to cover losses due to the ambiguous wording of a telegram. Be particular to plainly state your meaning, even if to do so does cost you one or more words extra.

The beauties of a ship bounty system continue to be seen at Portland, Ore., where already for the crop of 1901 no less than ten French ships have been chartered to carry American wheat to Europe. All of these, with one exception, came from other ports than French and all came out in ballast except two. So, without carrying an ounce of cargo either to or from France these vessels will earn \$125,000 in bounties paid by French taxpayers. But, of course, the proponents of the ship subsidy folly will not see the absurdity of the situation, although those not beneficiaries of it ought to.

The revenue commissioner does not, of course, desire to offend by classing puts, calls and spreads as of the same class as bucketshopping deals; nevertheless he ruled on August 9 that such deals are taxable at the bucketshop rate. This will be hard on Milwaukee, which has been doing a "landoffice business" in wind of late, much of which may disappear under this frost of a double tax. The commissioner has also ruled that grain sold "to arrive" may be exempt from tax if at the time of sale the grain is on board and in actual course of transportation. If the sale is made before the grain has been shipped, or if the grain has

arrived at its destination, the exemption does not apply. A bill of lading or a certified copy will be accepted as evidence that the grain is actually on board.

"Uncle" Russell Sage was 85 years of age on August 5 and is still frisky. Your Uncle is president, among other enterprises, of the Chicago Elevator Company, which was somewhat in evidence recently in connection with uncanceled warehouse receipts, but Uncle Russell was not making himself so conspicuous as president of the company at that time as he was made by the newspapers on the occasion of his birthday. But then it's all in a lifetime, anyway.

Secretary Wilson of the Agricultural Department having intimated the other day, in an interview, that Kansas was in the "semi-arid region" and didn't raise much corn "no how," you just ought to have heard Secretary Coburn of Kansas jump on him. "Tama Jim" is pretty well up on agriculture, but he had better get carefully loaded and be extra primed before tackling Bre'r Coburn about Kansas—Coburn's apt to make the best of them pretty tired.

Canadian buyers are complaining of the unblushing sophistication of hay baled in that country. The interiors of the bales are said to be largely weeds, wild grasses and other stuff wholly unfit for feeding purposes. Foreign hay is rigidly inspected, but the problem is to stop the home adulteration. Most buyers, on discovering the fraud, are disposed to settle and thus avoid the trouble of instituting the very proper suits for fraud which should follow. This seems to be a mistake, for the imposition of a fine a few times might have a salutary effect.

The movement of the Texas railways to raise the carload minimum from 20,000 and 24,000 pounds to 30,000 pounds for oats, 40,000 for corn and 50,000 for wheat, is opposed by the Texas Grain Dealers' Association, on the ground that as grain is scarce in the state the increase will be severe on the smaller dealers. The increase of minimums undoubtedly works but little hardship and may even be a benefit to shippers between terminals, or even to country shippers to the terminal elevators; but the situation in Texas is so vastly different from that now that railway men ought to understand that the proposition is out of the question at this time.

Should the appellate courts sustain the judgment pro confesso entered against the directors of the American Malting Company, requiring the repayment by them as individuals of dividends unearned but paid out of the company's cash capital during the earlier career of that company, what a scattering there will be of New Jersey corporation directors! The American Malting Company's directors merely followed previous methods of promoters to work off their own velvet on a confiding public, as many others have done since then. It was well understood at that time and now, but it would certainly make promotion a la Jersey much less popular hereafter if the directors should be held strictly to their responsibilities denominated in the law. It might also have a wholesome in-

fluence on New Jersey company securities, which at present have much greater elements of uncertainty as to values than the general run of mining shares.

An arrest has finally been made in New York to test the bucketshop double tax on transactions outside of an exchange. The defendant is a stock broker. The case will certainly go to the Supreme Court, the only authority Mr. Yerkes will recognize as of sufficient weight to cause him to change his mind on this question. A similar suit to test the legality of the double tax on privilege trading is to be made at Chicago. It is remarkable that these test suits have been so long delayed.

Manufacturers of grain handling machinery are so busy that they are complaining about rush orders and request the trade to get their orders in early for the fall building, so they will have ample time to take care of them. They claim also that it will pay to buy at present prices, for indications point to a sharp advance in prices all along the line of grain elevating and conveying machinery. If you are going to build or remodel this fall it will undoubtedly be well to place your orders immediately.

Cob piles like that shown in the picture on another page are interesting enough in their way, but they are not desirable additions to elevator property. In the first place, they are unwholesome from a sanitary point of view, and they are also dangerous as a fire hazard. Cobs make excellent fuel, and thrifty farmers seldom haul them to an elevator, in spite of the alleged damage their intense heat does to the linings of cooking stoves. They should be gotten rid of by the elevator as rapidly as possible.

The proposition coming from New York that No. 3 White Oats be made deliverable on contracts was again side-tracked at Chicago the other day. This attempt to change the contract grade is always credited on such occasion to "scaboard handlers," but the cash dealers on the floor have strong suspicion that it, in fact, has emanated rather from the speculators and elevator interests. They have thus far been able to protect the actual cash traders by defeating the movement, which ought now to "stay daid" for a while at least.

Zahm & Co. of Toledo, in a recent "Red Letter," make the following remarks on the quid pro quo relations of the scoop-shoveler, the regular dealer and the commission men that should be taken to himself as a personal matter by every country dealer as stating the entire situation in a nutshell: "Posting irregular dealers, or scoop-shovel men, is something we do not do. We can't dictate to our competitors how they should run their business, but if we were an interior grain shipper and had our money invested in an elevator and some 'scoop-shovel' man would start in at that point, we would not do business with the people who insisted upon making him bids. Shippers ought to ask houses who are bidding the scoop-shovel men not to do so, and if they refuse then refuse to give said houses any of their business. If any of our readers find we are posting this class of dealers, we would thank them to notify us at once,

but we don't think there is one on our entire list. It makes us feel mad, however, when we hear of cases where shippers who are receiving the Red Letter are sending their business to houses who don't care whether or not they bid irregular dealers or farmers. We have found instances of this kind. Of course, said shippers are not treating us right, because if we refuse to post irregular dealers we ought to get at least part of the regular shippers' business."

The Chicago Board of Trade has adopted a rule forbidding the organization of trading pools by its members. The regulation will be approved by judicious traders. Pools have almost invariably boomerang tendencies, at least. In the frank and expressive language of the boys on the floor, they are usually termed skin-dicates nowadays, and, judging from the recent experience of the Phillips Company, the title is well chosen, as the Phillips Company will doubtless be thankful to get out of one with a part of its cuticle saved intact.

The Chamber of Commerce of Rochester has issued a call for a deep waterway convention, to be held in that city during the coming fall, the purpose being to advocate a national ship canal through New York state deep enough to float lake vessels to tidewater. While the convention is about it it might also advocate a balloon route to Labrador. This would at least have the merit of novelty. In New York City the deep-water scheme meets with little favor with either the canal committee of the Produce Exchange or the sub-executive committee of the Canal Association of Greater New York. To assent to such a highway would, in local opinion, be tantamount to asking New York to commit commercial hari-kari. The United States Deep Waterway Commission has practically recommended, as the result of its investigations, a twenty-one foot route around Niagara Falls, connecting Lakes Erie and Ontario, thence via Lake Ontario to Oswego and through the Mohawk Valley to the Hudson River. Its board of engineers, after surveying the various routes, stated that "before a deep waterway can be opened for transacting business the old canals will necessarily have to be abandoned (meaning the Erie Canal). The project, therefore, can never be undertaken by the general government except with an understanding with the state of New York that existing canals shall be abandoned." It is too much to expect New York to do this to benefit the Northwest and Middle West, as well as to develop the industries of the lake regions and make Atlantic ports of lake cities, says the New York correspondent of the Philadelphia Ledger, and Rochester will no doubt hear much to that effect when her project is ready to be exploited in convention. Rochester ought to be reasonable about this canal business and advocate a rational project, like the enlargement of the Erie Canal on lines sought by the boatmen who ought to know their own needs; at any rate, no lake navigators are asking for deep canals and are not likely to, for they will never use them.

Secretary Coburn of the Kansas Agricultural Board estimates the old corn in Kansas at July 1 at 40,000,000 bushels, or one-quarter of an average crop for the state.

DOTS . AND . DASHES

Farmers in Logan County, Okla., have begun to feed wheat to stock.

F. A. Knapp gave another exhibition of his famous roller boat for grain at Quebec about a week ago.

The corn acreage of Kansas, according to assessors' returns, was this year reduced about 10 per cent.

A car of new white oats arrived in Chicago from Illinois on July 14. It graded No. 2 white, but the grain was light.

The Wisconsin Grain Dealers' Association, at a meeting at Elkhart Lake, on July 31, elected E. McIntyre, Waldo, president, and N. Saerman of Adele, secretary, to succeed themselves. All other proceedings were executive.

The strike of grain handlers at Stockton has been called off as a failure. The men return to work "without prejudice." The men had demanded that only union labor be employed, which the owners refused to accede to. The wages paid are 30 cents per hour and 40 cents for overtime.

Prof. P. G. Holden of Pekin, commenting on the corn crop of Illinois for the year, calls attention to the fact that there is a larger than usual per cent of barren stalks, because of the dry weather. Many stalks are seen without ears; and even if ears are developed now [July 30] it is out of season for pollen and they will not be well filled.

The old Weldon Elevator at Circleville, Ohio, is being torn down. This house was built on the canal before the days of railroads, when all the traveling and fast freighting were done on canal packets. The elevator was built by Andrew Huston and has had many owners since. The site has been leased to the Ohio Cereal Company, which is removing the building.

A scramble at Mattoon, Ill., on July 16 between the Union Broom Supply Company and the agent of the eastern manufacturers for possession of the broom corn yet in growers' hands reached a climax when \$125 a ton was offered. The Kansas crop is a failure, and it is estimated that there will be a shortage of 15,000 tons. On July 14 and 15 \$150,000 worth of brush was bought in that vicinity at almost any price demanded. Broom corn men of experience say that brush will rise to \$250 a ton, and broom manufacturers are arranging to raise the price of brooms.

The first new wheat received and price paid therefor at Richmond, Va., during the past 30 years have been as follows:

Year and date—	Price.	Year and date—	Price.
1872, June 20.....	\$1.80	1887, June 25.....	.85
1873, June 28.....	1.90	1888, July 3.....	.90
1874, June 24.....	1.50	1889, June 26.....	.65
1875, July 2.....	1.32	1890, June 17.....	.95
1876, June 27.....	1.40	1891, July 1.....	1.15
1877, June 27.....	1.92	1892, June 24.....	.96
1878, June 18.....	1.36	1893, June 27.....	.67
1879, June 17.....	1.28	1894, June 22.....	.62
1880, June 21.....	1.10	1895, June 27.....	.85
1881, June 29.....	1.28	1896, June 27.....	.70
1882, June 24.....	1.30	1897, June 24.....	.80
1883, June 28.....	1.18	1898, June 30.....	.80
1884, June 25.....	1.05	1899, June 21.....	.80
1885, July 2.....	1.07	1900, June 23.....	.85
1886, June 28.....	\$0.85	1901, June 26.....	.80

The corn and oats traders are harking back to 1894, the year of the "great drouth," as Snow says. That season there was a yield of 1,212,000,000 bushels corn following a short one, 1,609,000,000 bushels in 1893. The 1894 oats yield was 662,000,000 bushels, and the 1894 wheat yield, 460,000,000 bushels. The high corn price this season was in August, 59½ cents. It had been as low as 37½ cents in June, sold up to 46 cents in July, and made the top in the next month. It was under 50 cents by September, and as low as 40 cents in January, 1895. In the "great drouth" year oats sold at 50 cents in June, but were as low as 28¾ cents sixty days later in August. Wheat in 1894, with a moderate 460,000,000-bushel yield, fluctuated between 50 cents and 65 cents. Hogs in the "great drouth" year got to \$6.75 in September, lard to \$9.05, ribs to \$8, and pork to \$14.57½. Provisions reached their high points in the month of September. Hogs and the whole provision list had a bad and continuous break that fall.—Record-Herald.

Trade Notes

If any of our readers are interested in paint machinery they should write to C. O. Bartlett & Co., Cleveland, Ohio, for a copy of their new catalog No. 3.

The Gutta Percha & Rubber Mfg. Co. of Chicago has taken the contract for the belting equipment of the Botsford & Jenks Co.'s new grain elevator at East St. Louis, Ill.

Circular No. 63, just received, is a neat little illustrated pamphlet, intended to give a general idea of the elevating and conveying machinery manufactured by the Jeffrey Mfg. Co., Columbus, Ohio.

Frank H. Jones of Minneapolis is trying to interest the railroad companies and others in a grain door of his inventing. It is made of metal, works in grooves, and rolls up on a shaft like a roll top desk.

It is reported that the Riter-Conley Manufacturing Company, Pittsburg, Pa., has secured about 20 acres below Leetsdale for a boiler yard and bolt works. This company supplies large quantities of steel for grain elevators, bins and tanks.

C. W. Dooley & Co. of Bloomington, Ill., manufacturers of the Ideal Automatic Car Loader, report an average sale of one loader a day for the past 60 days. The loader has made itself very popular with dealers of the central and western states.

P. Grohs, who has been connected for years with large firms in Germany, builders of Monier tanks, has come to this country to take a position as general superintendent of Monier work, with E. Lee Heidenreich, engineer and contractor for grain elevators, Chicago, Ill.

The Kansas City Hay Press Co., Kansas City, Mo., makers of gasoline engines, etc., lost their foundry building by fire one night last month, entailing a loss of \$75,000. While the insurance is ample, the loss of business to the company is heavy, as it was their busiest season.

James M. Johnston, manager of the Backus Gas Engine Co., 215 Lake Street, Chicago, has received a number of testimonial letters recently attesting the satisfactory working of the Backus Gas Engine. Sales have been steadily increasing during the summer months, and an unusually large stock is kept on hand, so that orders can be filled promptly.

The American Grain Purifier Constructing Co. of Kentland, Ind., and Davenport, Iowa, has at present three purifiers in construction at different points. Very many inquiries regarding the purifier are being received from all over the United States, and the universal satisfaction with which the machine has been received warrants the expectation of a large business during the fall months.

Borden & Selleck Co., Chicago, report a long list of sales of large scales to the grain trade, among which we note the following purchasers: M. Rowe, Kensett, Iowa; W. J. Milne, Dell Rapids, S. D.; John G. Vissering, Dana, Ill.; Palmer-Darnall Co., McLean, Ill.; Younglove & Boggess Co., Mason City, Iowa; Jackson Landers, Mooresville, Ind.; H. McIntyre, Belleflower, Ill.; Rhodes Bros., Mt. Carroll, Ill.; W. H. Small & Co., St. Martins, Ind.; Graham & Leeds, Illiopolis, Ill.; Michael Dieter, Downers Grove, Ill.; F. T. Hartey, Centerdale, Iowa; Spellman & Spitley, Burtonville, Ill. They also report a large business on the Howe Gas and Gasoline Engines and Harrison Grain Conveyors.

Barnard & Leas Mfg. Co., Moline, Ill., have been especially busy during the past month in their grain-cleaning machinery department, and their works have been taxed to the utmost. Owing to the late machinists' strike, orders have accumulated greatly, but the works are now in a position to fill orders promptly. In addition to one order for four, another for seven, and several for three of the largest sized machines, they have received orders for over 25 of their Perfected Separators. The popularity of these separators is steadily increasing. The Cornwall Corn Cleaner is another

very popular machine. During the month of July Barnard & Leas received over 30 orders for this and other shellers and cleaners.

The Skillin & Richards Mfg. Co., Chicago, report unusually large recent sales of Salem Elevator Buckets. Some of their recent orders were: Rialto Elevator Co., South Chicago, 3,250, 20x8; Irondale Elevator, South Chicago, 1,200, 22x8; 1,200, 18x8; 430, 10x6; C. H. & D. Elevator, Toledo, Ohio, 850, 22x8; Iron Elevator, Buffalo, N. Y., 1,000, 18x8; Interior Transfer Elevator, South Bend, Ind., 800, 18x8; 250, 20x8; 350, 14x7.

The N. P. Bowsher Co., South Bend, Ind., report having had an unusually active trade for this time of the year during the past two weeks. The condition of the grain and cattle markets, they think, will result in an unusual amount of grain being ground for feed this year, and they are anticipating an exceptionally good trade. Elevator owners with reasonable amounts of power at hand would do well to look into the chances for money making which the ownership of a Bowsher Mill would afford.

The Johnson & Field Mfg. Co., Racine, Wis., have just published a new circular addressed to millers and grain and seed dealers, describing their "Racine" Grain and Seed Cleaners and Separators and Warehouse and Elevator Mills. This company has a convenient little dating stamp, which is good for seven years, giving day, month and year. The celluloid top contains a colored picture of one of their cleaning mills. They offer to send one of these postpaid to any address on receipt of 15 cents in stamps.

E. Lee Heidenreich, the contracting engineer of Chicago, has designed a 1,500,000-bushel elevator for the Illinois Central Railroad Company at New Orleans, for which the George B. Swift Co. are the contractors. It is a 14-leg house, with 2,000 feet of wharf conveyors. He is also designing and superintending a cleaning elevator for Churchill, White & Co. of Chicago, at South Bend, Ind., where the firm is located under the name of the Interior Transfer Elevator Company. The handling house will be about a quarter of a million bushels, and there will probably be added about half a million bushels of cement tank storage. Mr. Heidenreich is also negotiating with the Illinois Steel Company for a large cement cluster tank construction, for storing cement in bulk.

The Chicago Grain Salvage Company has just incorporated and has already opened offices in the Tacoma Building, and begun the construction of a plant on the Belt Line for the receiving, cleaning, drying and storing of salvage and out-of-condition grain and seeds. A large Hess Pneumatic Grain Drier has been ordered and is under construction. It will be adapted especially to the drying of salvage grain. Ample storage and shipping facilities will be provided, and the company will place itself in shape to receive consignments, large or small, of all kinds of grain, seed, etc., which may require renovation. It is expected that the convenience of a public hospital of this kind, where all owners of grain requiring renovation may have it put into condition at a small cost, will fill a want long felt in grain circles. The renovation of fire salvage will be made a specialty by the company, and every appliance necessary to place such grain in the best condition for marketing will be used. The company expects to be ready for work by the middle of September.

It is good business policy and good ethics, as well, to promote mutual good-will and kindly feeling between employer and the employed. In great measure the interest of one is the interest of the other. The dependence is mutual and the relationship is more intimate than that which exists in the general sense that all business is based on the interdependence of mankind. The wise manufacturer will foster friendly relationship between himself and all who are connected with him, not necessarily from interested motives, but appreciating that work is pleasanter and better done when there is an esprit du corps that embraces all engaged in the various capacities from employer down. The S. Howes Co. of Silver Creek, N. Y., manufacturers of the

widely known Enreka grain cleaning machinery, have always appreciated the value of this mutual good-will. Since Mr. Louis E. Barbeau took control of the company as president and general manager, it has been his yearly custom to set one day aside when all work in the shops should cease and all the employes and their families unite in a grand jollification, of which Mr. Barbeau has borne the cost, and at which he and his sons have assisted in promoting a general good time. This year, instead of a picnic, the annual outing took the form of a trip to the Pan-American Exposition at Buffalo, N. Y. On August 3 the shops were entirely closed down for the occasion and a large percentage of the population of Silver Creek spent the day viewing the sights of the great fair. With business booming and the demand for machines at its height, the complete shutting down was no little sacrifice to make to carry out the plan; but such things bring a return in kind in increased diligence and devotion to the work of the establishment.

INSURANCE

Broom corn insurance rates have been increased 2 per cent for country risks, with three-fourths value clause, 50 cents added to basis value on town risks.

So many insurance companies have been driven from Missouri by drastic laws that large lines of grain insurance are said to be hard to get, at any reasonable price.

The elevator companies have established their own agency in North Dakota, to comply with the law requiring all insurance on grain in transit to be written by resident agents.

The excessive insurance charged on vessels from Chicago across the Atlantic via St. Lawrence is so heavy that the officials of the Northwestern Steamship Company have withdrawn their boats from that trade.

General Agent J. D. Sheahan, of the Millers' National Insurance Company, explains the misunderstanding that has grown up in some parts of the Northwest relative to the company's grain business in that section. Mr. Sheahan said on July 31: "Where we had mutual policies covering grain elevator buildings and covered grain on the stock plan, this was done by issuing open policies and placing a book of certificates in the hands of the agent controlling the grain line, that all of the policies might be issued and canceled at the same time. We found that too many agents were handling our certificates, and this was proving unsatisfactory. Hereafter all policies will be issued through our office in Minneapolis."

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending August 10, as compared with same weeks last year, have been as follows:

Articles.	For week ending Aug. 10, Aug. 11.		For week ending Aug. 3, Aug. 4.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	5,738,000	2,058,000	5,434,000	2,160,000
Corn, bushels.....	462,000	2,856,000	663,000	3,417,000
Oats, bushels.....	129,000	380,000	452,000	1,016,000
Rye, bushels.....	84,000	.....	99,000	7,000
Barley, bushels.....	16,000	.....	37,000	97,000
Flour, barrels.....	416,900	177,100	345,800	283,400

The grain inspector's fees at Kansas City, Kan., for June turned into the state treasury were \$1,828.90.

Grain bags have advanced sharply on the Pacific Coast and are selling at 9 cents, against the usual 5 to 6 cents.

The granaries and warehouses in the Palouse country of Washington at July 1 were nearer empty than they have been for many years.

New wheat began moving freely toward Galveston about July 1, and junction points in Texas have during the month been crowded to handle the cars.

RANGE OF PRICES AT CHICAGO

The daily range of prices for cash grain at Chicago for the month ending Aug. 12 has been as follows:

July.	NO. 2* R.W. WHT		NO. 1 NO. 2* S.P. WHT		NO. 2 CORN		NO. 2 OATS		NO. 2 RYE		NO. 1 N.W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12	68	68 1/2	66 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
13	67 1/2	67 1/2	65 1/2	66 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
14	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
15	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
16	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
17	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
18	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
19	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
20	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
21	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
22	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
23	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
24	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
25	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
26	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
27	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
28	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
29	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
30	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
31	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
Aug.—	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
1	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
2	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
3	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
4	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
5	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
6	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
7	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
8	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
9	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
10	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
11	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190
12	68 1/2	68 1/2	65 1/2	67 1/2	51 1/2	51 1/2	33 1/2	34	53	53	190	190

* Nominal price. † Holiday.

During the week ending July 19, Prime Contract Timothy Seed sold at \$4.65@5.00 per cental; Prime Contract Clover Seed at \$9.50; Hungarian at \$0.75@0.90; German Millet at \$0.70@0.90; buckwheat at \$1.00@1.20 per 100 pounds.

During the week ending July 26, Prime Contract Timothy Seed sold at \$4.75@5.25 per cental; Prime Contract Clover Seed at \$9.50@10.00; Hungarian at \$0.75@0.90; German Millet at \$0.70@0.90; buckwheat at \$1.00@1.20 per 100 pounds.

During the week ending August 2, Prime Contract Timothy Seed sold at \$5.00@5.25; Prime Contract Clover Seed at \$10.00@10.25; Hungarian at \$0.75@0.90; German Millet at \$0.75@1.10; buckwheat at \$0.90@1.20 per 100 pounds.

During the week ending August 9, Prime Contract Timothy Seed sold at \$4.90@5.40 per cental; Prime Contract Clover Seed at \$10.25; Hungarian at \$0.75@0.90; German Millet at \$0.80@1.10; buckwheat at \$0.90@1.20 per 100 pounds.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 24 months ending with July as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1900-01.	'99-1900.	1900-01.	'99-1900.
August	1,125,750	624,375	749,135	670,392
September	764,250	1,231,875	522,880	775,135
October	931,500	1,162,814	538,664	348,149
November	746,384	1,068,698	490,505	555,308
December	474,000	812,875	108,068	494,339
January	334,500	174,000	69,950	233,423
February	258,750	259,500	119,667	110,606
March	306,000	339,750	196,913	221,245
April	234,750	198,750	140,560	90,953
May	236,250	206,250	134,753	204,890
June	135,750	16,500	105,342	16,068
July	105,000	20,000	13,678	53,361
Total bushels.....	5,653,384	6,297,382	3,188,085	3,773,908

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets during the five weeks ending August 5, for the last two years, according to the Cincinnati Price Current, were as follows:

	1901.	1900.
St. Louis.....	6,214,000	4,880,000
Toledo.....	1,460,000	1,202,000
Detroit.....	321,000	185,000
Kansas City.....	5,092,000	5,608,000
Winter.....	13,087,000	11,875,000
Chicago.....	7,570,000	2,967,000
Milwaukee.....	574,000	530,000
Minneapolis.....	4,787,000	4,562,000
Duluth.....	1,455,000	815,000
Spring.....	14,896,000	8,874,000
Total bus., 5 weeks.....	27,473,000	20,749,000

Inspection of grain was begun at Omaha on July 15. W. F. Heyl, who is inspector and chief weighmaster, is an officer of the Board of Trade.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of July, 1901:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	4,123,835	2,347,241	1,775,743	225,105
Corn, bushels.....	510,617	3,525,737	2,007,045	2,003,157
Oats, bushels.....	410,900	591,350	572,712	708,257
Barley, bushels.....	20,641	11,648	25,714	.....
Rye, bushels.....	1,402	0,001	.....	.....
Timothy Seed, bushels.....	507	1,011	.....	509
Clover Seed, bushels.....	3,809	4,357	1,831	2,041
Hay, tons.....	331,760	271,045	258,107	239,786

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	1,761,172	313,191	2,364,850	520,334
Corn, bushels.....	434,334	2,237,161	782,198	1,484,360
Oats, bushels.....	736,825	1,110,816	465,099	290,372
Barley, bushels.....	.....	7,348	.....	30,030
Rye, bushels.....	17,740	715	27,234	8,437
Flax Seed, bushels.....	.....	.....	.....	.....
Hay, tons.....	13,550	14,500	2,373	1,784
Flour, barrels.....	75,614	63,047	139,183	263,565

BUFFALO—Receipts by lake and shipments by canal, as reported by Chas. H. Keep, secretary of the Merchants' Exchange:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	7,918,035	3,657,000	2,520,500	2,014,511
Corn, bushels.....	2,755,624	10,114,216	885,258	2,691,365
Oats, bushels.....	3,370,907	4,307,008	2,150,235	1,165,551
Barley, bushels.....	55,000	274,000	170,445	492,983
Rye, bushels.....	275,900	.....	314,101	271,065
Seeds, lb.....	6,280	25,252	30,000	.....
Flaxseed, bushels.....	125,155	128,000	1,328,550	.....
Hay, lb.....	.....	.....	500,000	.....
Flour, barrels.....	1,411,150	1,529,506	30	5,740

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	6,631,098	2,833,692	6,307,764	1,676,853
Corn, bushels.....	6,397,052	13,686,814	3,335,597	14,621,463
Oats, bushels.....	4,840,076	7,070,546	6,413,463	7,021,619
Barley, bushels.....	164,250	215,520	59,836	160,653
Rye, bushels.....	156,204	91,141	114,350	128,851
Timothy Seed, lb.....	931,485	527,880	751,449	1,570,746
Clover Seed, lb.....	79,495	13,754	121	6,373
Other Grass Seed, lb.....	231,860	174,630	810,972	436,680
Flaxseed, bushels.....	134,023	86,458	3,051	57,730
Broom Corn, lb.....	3,105,990	62,000	2,224,990	174,015
Hay, tons.....	12,648	10,200	67	267
Flour, barrels.....	741,727	481,838	477,431	365,596

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	194,291	293,739	99,694	92,639
Corn, bushels.....	452,270	436,820	197,926	245,876
Oats, bushels.....	307,171	250,406	82,664	39,713
Barley, bushels.....	1,851	800	187	3
Rye, bushels.....	31,353	21,754	7,673	482
Timothy Seed, bags.....	2	517	307	1,034
Clover Seed, bags.....	74	584	151	1,199
Other Grass Seeds, bags.....	1,235	2,390	1,448	3,011
Hay, tons.....	4,562	2,984	3,562	1,397
Flour, barrels.....	190,061	115,737	155,505	82,412

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	509,009	239,706	158,069	221,669
Corn, bushels.....	390,000	1,324,103	27,743	1,036,856
Oats, bushels.....	434,655	931,150	393,223	455,634
Barley, bushels.....	.....	27	.....	714
Rye, bushels.....	.....	.....	.....	.....
Flaxseed, bushels.....	.....	.....	.....	.....
Hay, tons.....	5,873	14,344	36	53
Flour, barrels.....	37,090	51,890	17,410	29,280

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	288,905	168,914	37,511	35,183
Corn, bushels.....	154,679	315,864	79,830	141,237
Oats, bushels.....	267,467	167,469	11,567	947
Barley, bushels.....	900	719	.....	.....
Rye, bushels.....	15,877	2,471	.....	1,429
Hay, tons.....	.....	.....	.....	.....
Flour, barrels.....	39,400	29,000	25,400	18,800

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.
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ELEVATOR

GRAIN NEWS

AMONG CHICAGO'S ELEVATORS.

Three Eureka Oat Clippers are to be installed at once in the Wabash Elevator, recently leased by Rogers, Bacon & Co.

The Hawkeye Elevator at West Hammond, Ill., will remain closed, with empty bins, until the new barley crop begins to come to market.

The St. Louis and Aunex Elevator, on the South Branch of the Chicago River at Lime street, is receiving general repairs throughout. A new steel roof is being put on the power-house.

Ingenthron & McCarville, who a short time ago purchased the hay and feed business of the Mercer Elevator, which they conducted at 1276 West Twelfth Street, have discontinued the business and closed up the establishment.

One of the men engaged in putting the new metal roof on the Calumet Grain and Elevator Company's Elevator B, at South Chicago, fell some sixty feet a few days ago. He sustained a broken leg, arm and internal injuries, which have since resulted in death.

The following elevators are idle at the present time: Counselman's at Englewood, 250,000 bushels; Hayford Elevator at Hayford, 100,000 bushels; Gersenberg Elevator at Cragiu, 60,000 bushels. This is a pretty good showing out of the 125 elevators in Cook County.

Grand Trunk Transfer Elevator No. 3, formerly known as the New England, after an idle period of over six months, was started up on the 10th inst., owing to the burning of Elevators Nos. 1 and 2. This house is operated by LaSier & Hooper, with Ed. Bauder as superintendent.

The Columbia Elevator at South Robey Street and Blue Island Avenue, owned and operated by the Armour Elevator Co., is undergoing repairs and improvements to put it in first-class condition for the reception of the new crop. This house has been empty and idle since last March.

The Calumet Grain & Elevator Co. has awarded a contract for an extensive interior remodeling of its new house "C" at South Chicago. At the same time it is to be materially strengthened. All timbers are to be replaced by heavier ones and the bins strengthened with iron rods.

The Mabbitt Elevator, at Archer avenue and Wood street, is undergoing general repairs. All bins are being rodded and strengthened. This is one of the houses owned by Geo. A. Seaverns, which passed under control of the newly organized companies which succeeded to his business.

The Pennsylvania Transfer Elevator, operated by Requa Bros., was compelled to close down on the 15th of July owing to a breakdown in the 500-horsepower Westinghouse Engine. There will be considerable delay in resuming operations, as the necessary parts have to be shipped from Pittsburg.

The Mercer Elevator at West Twelfth and Rockwell streets, is now occupied by the Continental Cereal Co., whose plant is in the rear of the elevator. W. H. Owen, who formerly operated this elevator, is an officer in the cereal company. James Driver is foreman of this elevator, which has a capacity of 125,000 bushels.

Geo. A. Seaverns' Alton Elevator, located at Twenty-second Street and the South Branch of the Chicago River, is one of the houses affected by the proposed straightening and widening of the river. It will be necessary to remove 16 feet from the northwest corner and a slice some 80 feet wide from the south end of the building. This will materially decrease the storage capacity, which at present is 1,400,000 bushels.

The contemplated strike of the steel workers in this vicinity would probably result in closing down several of the elevators in Cook County. The three Calumet elevators and the two Peavey elevators at South Chicago, and Stege Bros.' transfer elevator at Matteson are dependent upon the Elgin, Joliet & Eastern Railroad to handle their cars, and as this road is owned and controlled by the steel trust, these houses would very likely be affected by the strike.

Central Elevator B, at the foot of South Water Street, is undergoing extensive improvements. The annex is being removed and will be replaced by a modern structure of much larger capacity. The cupola of the main building is being increased in height 33 feet, making the total height of building 173 feet. The number of elevator legs will be reduced from 22 to 16, all of larger carrying capacity. All machinery will be replaced by that of modern construction. The power plant will be rebuilt in

a new location and new engines of greater capacity installed. The dock has been reconstructed and the transfer barge remodeled and its carrying capacity increased from 4,000 to 8,000 bushels. The improvements are expected to cost over \$100,000. The property is owned by the Illinois Central Railroad Company and operated by Carriington, Hannah & Co., with F. G. Roberts as superintendent.

Grand Trunk Elevators Nos. 1 and 2, located at Elsdon, Chicago, were completely destroyed by fire on the night of August 2. The fire was first observed on the first floor of house No. 2. The plant was surrounded by railroads and before the alarm could be turned in and the department get at the fire, both houses were in ruins. Eight railroad cars were totally destroyed and 19 badly damaged. The engine was damaged, but the boilers are in good shape. Elevator No. 1 was only a storage house. Elevator No. 2 had capacity for 30,000 bushels, but the bins were empty at the time of the fire. The equipment of this house included two Eureka and one Invincible Oat Clippers, four elevator boots and tanks, three Cyclone Dust Collectors, one fan and two screw conveyors. These houses were operated by Rogers, Bacon & Co. There was no insurance on them and they will probably not be rebuilt on the same site.

ILLINOIS.

P. A. Felter has completed an elevator at Eureka, Ill.

T. A. Brown has completed his elevator at Lewistown, Ill.

Coon Bros.' elevator at St. Joseph, Ill., is completed.

Ball & Twist have completed an elevator at Custer, Ill.

Adam Sippel has a new elevator at Green Garden, Ill.

Meyer & Stocker are erecting an elevator at Peotou, Ill.

T. D. Hanson has a fine new elevator at Villa Grove, Ill.

The Jones Elevator at Mahomet, Ill., is being remodeled.

Lemaire & Thorntou will erect a new elevator at Oquawka, Ill.

F. S. Ream is building an addition to his elevator at Panola, Ill.

S. D. Mills contemplates erecting an elevator at Colchester, Ill.

Wm. McPhail will operate the elevator at Mounds, Ill., this season.

Fryer & Smith's new elevator at San Jose, Ill., is nearly completed.

George L. Kern is building an elevator at Dwight, Ill., on the C. & A.

Cowen Bros. have succeeded the Wellington Grain Co. at Wellington, Ill.

The C., R. I. & P. R. R. Co. are building an elevator at Sparland, Ill.

J. M. Vance has purchased a half interest in the elevator at Empire, Ill.

Sturman & Hunter are building a new grain warehouse at Dahlgren, Ill.

Ralston Bros. are now doing business in their new elevator at Caledonia, Ill.

McFadden & Co. have made important repairs on their elevator at Topeka, Ill.

Senator R. H. Davis is buying grain in the Driver Elevator at Daum, Ill.

Whitaker & Sou have completed an addition to their elevator at Ellsworth, Ill.

Gilmore & Boise are making some improvements on their elevator at Gridley, Ill.

A new foundation has been placed under the Brooks Elevator at Stanford, Ill.

William J. Culbertson has purchased the two Orendorff elevators at Delavan, Ill.

The Big Four has put in a side track to Coon Bros.' new elevator at St. Joseph, Ill.

Jolly & Pruuty, Grayville, Ill., are now operating their elevator with a new gasoline engine.

The Cleveland Grain Co. of Cleveland, Ohio, will build a new grain elevator at Watkins, Ill.

Walters Bros. of Decatur have let the contract for building an elevator at Rosemound, Ill.

C. L. Douglass' new elevator west of Ottawa is progressing nicely. The frame is partly up and Mr. Douglass hopes to receive grain by August 15.

The building is supplied with Marseilles Manufacturing Co.'s machinery and supplies.

The Probasco Elevator at Merna, Ill., was recently overhauled and a gasoline engine put in.

John Puffer has rented H. P. Turner's elevator at Chatsworth, Ill. Some repairs are being made.

Gregory & Hawk have sold their elevator at Pittwood, Ill., to Timberlake & Co. of Chicago.

John F. Shepard is reported to have sold to Asa W. Shepard his elevator property at El Paso, Ill.

Geo. Kizer and H. J. Hoagland of Decatur, Ill., dealers in grain and provisions, are in bankruptcy.

Z. S. Weedman has sold his interest in the grain firm of Bishop & Weedman, Sabina, Ill., to his partner.

S. A. Hayward is completing a 40,000-bushel elevator at Fremont, Ill., adjoining his present elevator.

D. C. Dunn of Osman, Ill., has torn down his old elevator and is erecting a new one of 60,000 bushels' capacity.

The Carbondale Mill & Elevator Company has its fine new elevator at Carbondale, Ill., nearly completed.

Wickett Bros. have built an elevator at Clark's switch, just south of Keithsburg, Ill., and are now buying grain.

Sterliug, Ill., is likely to have a new elevator in the near future, as two firms are said to be seeking locations there.

Suttle & Wiswell have torn down their old dump at Midland City, Ill., and are erecting a 40,000-bushel elevator.

P. B. Webster and W. H. Burton are completing a grain elevator at Lodge, Ill. They will also handle coal and salt.

Warner & Wheeler of Fisher, Ill., shipped their first ear of new wheat on July 17 and their first ear of new oats on July 23.

T. A. Brown of Lewistown, Ill., has bought the machinery for his new elevator of the B. S. Constant Co. of Bloomington, Ill.

A. Z. Hoag's elevator at Exline, Ill., was destroyed by fire recently and is now being replaced by a 12,000-bushel structure.

Goff & Yates of Rantoul, Ill., are enlarging their grain elevator and adding a dump, tank and three of B. S. Constant Co.'s feeders.

The Skillin & Richards Mfg. Co. of Chicago are furnishing the machinery for Churchill-White Grain Co.'s new elevator at Ladd, Ill.

E. Bartou and I. L. Lemmon have purchased the Swainson Elevator at Pleasant Hill, Ill. Mr. Swainson has moved to Denver, Colo.

Holcomb Bros. of Sycamore, Ill., have purchased the grain, coal and hardware business of Geo. W. Hunt & Co. at Charter Grove, Ill.

John C. Klein has awarded the contract to the C. M. Seekner Engineering Company for a 30,000-bushel grain elevator at Blue Island, Ill.

G. T. Burrell & Co. of Chicago are building for S. B. Walton at Clifton, Ill., a fine large elevator, which will be completed about September 1.

The Goff & Yates elevator at Rantoul, Ill., has been remodeled and a 19,000-bushel addition added, making the total capacity over 60,000 bushels.

E. W. Churchill & Son of Cheuoa, Ill., have torn down their old elevator at Meadows and are putting up a nice new one with modern improvements.

Work has commenced on a 50,000-bushel grain elevator for U. B. Claudon at Fairbury, Ill. The C. M. Seekner Engineering Co. has the contract.

C. M. Paxton is building an elevator at Oilfield, Ill., and equipping same with machinery and supplies manufactured by Marseilles Mfg. Co., Marseilles, Ill.

The Marseilles Mfg. Co., Marseilles, Ill., are supplying E. D. Churchill & Son with complete machinery equipment for their new elevator at Meadows, Ill.

The La Rose Grain Co. are extensively repairing their line of elevators along the Alton and Santa Fe roads and are installing a number of the improved Hall Grain Distributors.

The H. L. Halliday Elevator Co., Cairo, Ill., are erecting a grain chute from their large elevator to the river to enable them to load barges with great rapidity. They recently put in a conveyor

which enables them to take sacked grain off steamers at the rate of about 1,800 sacks per hour.

The Iowa Elevator Co., Peoria, Ill., has contracted with the Barnett & Record Co. for building a 500,000-bushel annex to its plant, which will make the total capacity 1,000,000 bushels.

The C. M. Seekner Engineering Co., Chicago, is making plans for a 50,000-bushel grain elevator for Wahls & Young at Peotone, Ill. The contract for building has been let to G. T. Burrell & Co.

Levi Johnson of Danvers, Ill., has put in a steam power plant to take the place of the horsepower formerly used to run his elevator. He contemplates increasing the size of the structure at once.

A new town site is being laid out on the Van Patton farm on the new Peoria Branch of the C. & N. W. Ry., about 5 miles south of Sterling, Ill. An elevator will be one of the first buildings to go up.

Gillmore & Boies have supplied their new grain elevator at Gridley, Ill., with machinery and supplies purchased from the Marseilles Mfg. Co. They have also made extensive repairs on the old building, using a considerable amount of the same supplies.

The Hazenwinkle Grain Co. of Hudson, Ill., have purchased the Jordan Bros. Elevator at Heyworth from Mr. Tierney of Wapella, who has owned it for a short time. The consideration is said to be \$7,500. Mr. Ed. Hazenwinkle will be the local manager of this plant.

R. E. Pratt & Co., Chicago, are making extensive improvements in their elevator at Forrest Hill, Ill., putting in new main drive, rope transmission, new line shaft, rope drives to clippers and cleaners. The Skillin & Richards Mfg. Co., Chicago, furnished all the machinery.

WISCONSIN AND MINNESOTA.

An elevator is being erected at Gibbon, Minn.

A grain elevator is being built at Glenville, Minn.

N. C. Netzer is completing a grain elevator at Lena, Wis.

The Farmers' Elevator at Stewartville, Minn., is being rebuilt.

Hubbard & Palmer are building an elevator at Warner, Minn.

L. T. Larson has leased the Farmers' Elevator at Fosston, Minn.

Hatch & Anderson will build a grain warehouse at Battle Lake, Minn.

The Interstate Elevator at Maynard, Minn., is undergoing radical repairs.

Andrews & Gage of Minneapolis will build an elevator at Benton, Minn.

John Waugh is building a grain elevator and feed mill at Avalon, Wis.

The new elevator on the M. & St. L. at Cedar Lake, Minn., is completed.

The Anchor Grain Company are building an elevator at Cottonwood, Minn.

P. C. Davlin has put in a new wagon scale at his elevator in Rush Lake, Wis.

The Farmers' Elevator Co. have secured a site for an elevator at Clinton, Minn.

Howard & Bemis have sold their elevator at Lismore, Minn., to Fairmont parties.

The W. W. Cargill Elevator Co. of LaCrosse will erect an elevator at Whitehall, Wis.

O. J. Stone has sold his grain business at Granite Falls, Minn., to Mab, McGregor & Co.

The Great Western Elevator at Boyd, Minn., has just received extensive improvements.

The Home Elevator at Murdock, Minn., has been purchased by the Cargill Elevator Co.

The Exchange Grain Co., Glencoe, Minn., have increased their capital stock to \$150,000.

The Advancement Association of Ellsworth, Wis., contemplate the building of an elevator.

J. H. Kurth & Co., Columbus, Wis., have installed a gasoline engine to drive their elevator.

Morse & Chittenden of Ripon, Wis., are to build a warehouse and elevator at Wild Rose.

The S. Y. Hyde Elevator Co. will build a new elevator at Hayward, Minn., this summer.

Peter Beck has just completed at Lake City, Minn., a first-class elevator and feed mill.

The Farmers' Grain & Fuel Co. of Belview, Minn., showed a net profit of \$769.45 for the fiscal year, and

declared a dividend of \$25 per share. C. C. Enstedt was re-elected manager.

The Stewart Grain Exchange is now doing business in its new elevator at Stewart, Minn.

The Farmers' Elevator at Ripon, Wis., has been purchased by the Milwaukee Elevator Co.

The Imperial Elevator Co. recently made improvements in its elevator at Traverse, Minn.

The Sleepy Eye Milling Co., Sleepy Eye, Minn., are arranging to build a 250,000-bushel elevator.

The Farmers' Elevator at Northfield, Minn., has been overhauled and a new grain cleaner put in.

The Cargill Elevator Co. have installed a gasoline engine in their elevator at Litchfield, Minn.

K. W. Jargo is now doing business in his fine new elevator at the Omaha depot, Luverne, Minn.

H. L. Kuebler is building a 10,000-bushel elevator at Brownton, Minn. He already has a warehouse there.

The Cargill Elevator Co.'s house at Howard Lake, Minn., is being remodeled and a gasoline engine installed.

E. A. Brown's elevator at Hardwick, Minn., has received some improvements during the past month.

The Cargill Elevator Co. has purchased the elevator at Benson, Minn., owned by H. W. Stone and others.

John Dougherty has been elected manager of the Farmers' Elevator Co., Morris, Minn., for the ensuing year.

The Eagle Roller Mill Co. are completing a number of improvements in their elevator at Redwood Falls, Minn.

It is reported that a 20,000-bushel elevator is to be built at Good Thunder, Minn., by the S. Y. Hyde Elevator Co.

Wm. Ritteman is remodeling his elevator at Hawley, Minn., and will change from horse to gasoline engine power.

Younglove & Boggess Co. of Mason City, Iowa, are building an elevator at Stanton, Minn., for George Law.

Howard & Bemis and the Davenport Elevator Co. have installed gasoline engines in their elevators at Trosky, Minn.

The Interstate Elevator at Wood Lake, Minn., is being remodeled and enlarged. T. F. Rodeck is the local manager.

The New Richmond Milling Co., New Richmond, Wis., are remodeling their elevators at Ellsworth and Bloomer, Wis.

Bingham Bros.' elevator at Tyler, Minn., has been brought up to date by the addition of a dump scale, gasoline engine, etc.

The Great Western Elevator Co. has converted its warehouse at Delhi, Minn., into an elevator and put in a dump scale.

Geo. W. Green was elected manager of the Farmers' Elevator Co., West Concord, Minn., for the year commencing August 1.

Peter Plein of Menasha, Minn., is making extensive improvements in his elevator, including the installation of a gasoline engine.

T. J. Murfin has sold his elevator at Sleepy Eye, Minn., to the Parsons Grain Co. of Winona, the transfer taking place on August 1.

J. E. Danielson of Red Wing, Minn., has contracted with Honstain, Bird & Co. for erecting a 30,000-bushel elevator at Owatonna.

Freemore & Swan of Minneapolis purchased Eckart & Williams' grain business at Glenville, Minn., and took possession August 1.

A modern 10,000-bushel elevator is being built at Hoffman, Minn., by Andrew Teslow, who will make his headquarters in Minneapolis.

The Farmers' Elevator at Buffalo, Minn., has received repairs and improvements that put it in good shape for handling the new crop.

The St. Anthony & Dakota Elevator Co. have made extensive repairs on their elevators at Crookston, Hallock, St. Vincent and Humboldt.

The Farmers' Elevator Co., Renville, Minn., cleared \$1,000 on last year's business. Manager Wm. Warner was retained for another year.

George Day has contracted for the erection of a fine 16,000-bushel elevator at Oakfield, Wis., where he has been buying grain for several years.

The Tredway Elevator Co. of Montevideo have leased a site on the C. M. & St. P. Ry. at Hutchinson, Minn., and are now building a 30,000-bushel

cribbed elevator that will be ready for business at an early date.

The Farmers' Elevator Co., Chokio, Minn., will resume business this fall. The indebtedness has been scaled down from \$9,600 to less than \$2,000.

The Milwaukee Elevator Co. of Milwaukee have placed an order with the Barnard & Leas Mfg. Co. for seven of their large elevator separators.

The Great Western Elevator Co. are remodeling their grain warehouse at Hazel Run, Minn., into an elevator. Walter Jertson will be their buyer.

Peter Manderfeld is building a 25,000-bushel elevator at Gibbon, Minn. The old building has been moved to one side to make room for the new one.

J. Buerger & Co. have contracted with Fred Grotenrath of Milwaukee to furnish the material and erect a new leg in their elevator at Reeseville, Wis.

The W. P. Devereux Co. of Minneapolis has been incorporated with a capital stock of \$100,000, to deal in grain, seeds, etc. Wm. P. Devereux is president.

Schmidt & Anderson of Springfield, Minn., are building a 25,000-bushel elevator at Seaforth, which is said to have been a splendid grain market last year.

W. H. Mensing of Glyndon, Minn., has torn down the old round elevator east of Moorhead and shipped it to Muskoda, where he will re-erect it and buy grain.

W. S. Cleveland of Minneapolis is completing a new elevator for the Farmers' Elevator Co. at Ortonville, Minn. E. J. Briggs is the manager of this house.

Andrews & Gage of Minneapolis are building a new elevator at Richdale, Minn., where it is said that a very fine crop of wheat will be harvested this year.

The Douglass Elevator Co., Worthington, Minn., has been incorporated with a capital stock of \$50,000 by H. N. Douglass, A. H. McIntyre and F. R. Patterson.

The Davenport Grain Co.'s elevator at Luverne, Minn., in charge of B. F. Woodrow, is being greatly improved and a gasoline engine will replace the old horsepower.

E. H. Hemp of Waukau, Wis., has sold his grain and coal business to E. A. Earle of Omro. He contemplates entering the commission business at Milwaukee.

The business men of the East Side in St. Paul, Minn., are talking of forming a stock company to build a grain elevator to add to the business of that section.

The Minnesota Mill Co. are putting up an elevator on the west side at Little Falls, Minn., as a convenience to farmers, saving them from crossing the railroad tracks.

The Sheffield Milling Co. of Faribault, Minn., has let the contract for erecting a 35,000-bushel elevator at Medford, on the new extension of the B., C. R. & N.

The W. W. Cargill Elevator Co. of LaCrosse have contracted with L. O. Hickok of Minneapolis for the erection of an up-to-date elevator, 30x36 feet, at Knudt Jodalen, Wis.

The St. Paul & Kansas City Grain Co. are building a cleaning elevator at Willmar, Minn. The Minnesota & Western Elevator Co. are also erecting an elevator in that town.

The Sheffield Elevator Co. has been incorporated by B. B. Sheffield, Alson Blodgett Jr., W. H. Wheeler and F. V. Haven of Faribault, Minn. The capital stock is \$200,000.

The Duluth Elevator Co. are building a 25,000-bushel elevator at Thompson, Minn. The old elevator will be used for storing flax and seed. Hans Anderson is the local agent.

Fred Grotenrath of Milwaukee recently received a contract for erecting and equipping an 8,500-bushel elevator for A. T. Sanders, Fisk, Wis. This will be a model elevator of its size.

The two elevators at Blooming Prairie, Minn., belonging to the Hunting Elevator Co., have undergone repairs, the improvements at one of the houses including a new dump scale.

The Osakis Farmers' Elevator Co., Osakis, Minn., has advertised for sale its 16,000-bushel elevator, built three years ago. The operations of the company have not been a financial success.

Eau Claire, Wis., has six grain elevators and feed mills. This includes a large elevator and feed mill being completed by Cheney & Co. They will also have warehouses for baled hay and ear corn. Bergman & Craemer have also just completed a fine ele-

vator and feed mill, which is driven by a gasoline engine.

The Alliance Elevator & Milling Co., Sherburn, Minn., are reported to have done a good business last year. The earnings, however, were put into improvements and payment of indebtedness.

In the village of Ruthon, Minn., two new elevators are being completed and the capacity of Walter Parks' elevator is being doubled. This gives the town a total of five elevators besides a flour mill.

Frank Sugden has leased his new elevator at Sugden, Minn., for this season to the Osborne-McMillan Elevator Co. of Minneapolis and has accepted a position with the Empire Company as traveling auditor.

L. T. Sowle & Sons, who for many years have been identified with the cash grain and elevator business of Minneapolis, have opened an uptown department in a fine suite of offices in the Andrus Building.

The Magnolia Mercantile & Elevator Co., Magnolia, Minn., is one of the successful co-operative concerns of that state. At the recent annual meeting Mr. A. Walker was re-elected as treasurer and manager.

Cole, Henderson & Co. have taken out a permit to erect an ironclad grain elevator at Forty-first street and the Milwaukee tracks in Minneapolis. The cost is to be about \$5,000. L. O. Hickok has the contract.

Contractor S. H. Tromanhauser recently completed M. B. Helmer's elevator at Fond du Lac, Wis. It has a capacity of 60,000 bushels and its equipment is very complete, including a dust collecting plant.

G. T. Honstain of Minneapolis has remodeled the elevator at Morgan, Minn., for the Eagle Roller Mill Co. of New Ulm. A dump scale and Fairbanks-Morse Gasoline Engine are among the improvements added.

The Younglove & Boggess Company of Mason City, Ia., have been awarded a contract for building an elevator for the Farmers' Elevator Company, Wabasso, Minn. E. S. Beynon will have charge when completed.

The Farmers' Elevator Co., Danvers, Minn., reported a satisfactory year's business at its recent annual meeting. Over 90,000 bushels of wheat, besides some flax and coarse grain, were handled. K. K. Odden has been re-engaged as buyer and manager.

The Miller Elevator Co. of Minneapolis has been incorporated with a capital stock of \$100,000. The incorporators are Henry Miller, William J. Miller, Walter C. Miller and Frederick B. Rawson, all of Minneapolis, and Herman O. Frank of Webster, S. D.

The Crown Elevator Co., of which B. B. Sheffield of Faribault is president, has purchased of Alex. Empey the elevator at Empire, Minn. The company has also purchased elevators at Delamere, Clitheral, Morden and Redfield, on the Northern Pacific.

The Clarkfield Produce Co.'s elevator at Clarkfield, Minn., is being enlarged by a good-sized addition. A gasoline engine has been added, and the elevator will soon be in fine condition for the coming season. The capacity when completed is to be 25,000 bushels.

The Marshall Milling Co., Marshall, Minn., is building a grain elevator, 36x42 feet, 110 feet high, with 10-foot basement. Two steel storage tanks and an old storehouse will be moved from the Great Northern tracks to the new site along the Northwestern tracks.

The Wilkinson elevator property, near the Milwaukee depot, at Albert Lea, Minn., was sold at sheriff's sale recently on a judgment of Knatvold & Brown for \$1,840. The latter were the only bidders, and they secured the property for the amount of the judgment.

Although the Farmers' Elevator Co. of Litchfield, Minn., handled more than 120,000 bushels of wheat last year, their annual report showed a small net loss on the year's business. The company is in fair financial condition, however, and re-elected nearly all its old officers.

The Farmers' Elevator Co. of Beardsley, Minn., held its annual meeting last month. The profits for the year amounted to nearly \$1,100. Instead of declaring a dividend the members wisely decided to put this money into a sinking fund to pay off the indebtedness.

The elevator firm of Johns & Powers of Minneapolis passed out of existence on July 15 and was succeeded by the Powers Elevator Co., which has been incorporated with a capital stock of \$150,000. The officers are W. J. Jennison, president; W. D. Gregory, vice-president; W. K. Powers, secretary and treasurer. The company has 20 eleva-

tors and 12 lumber yards on the Northern Pacific Railway in North Dakota.

W. J. Wilson has sold his interest in the elevator and grain business at Glenwood, Minn., to his partner, W. F. Dougherty and has entered upon a position as traveling auditor for the Osborne-McMillan Elevator Company.

The Farmers' Elevator Company at Sauk Centre, Minn., has decided not to sell its elevator and the stockholders have voted to assess the stock to pay off the indebtedness of \$3,500. A committee of citizens has been named to prosecute the late manager on a losing option deal.

The Farmers' Co-operative Warehouse Association of Mapleton, Minn., did business last year at a loss of \$495.60, said to be due to the change in grades made by the State Grain Commission. The expense of handling the grain marketed during the year was 1.4 cents per bushel.

It is reported that the Business Men's Association of Alexandria, Minn., have leased a grain house belonging to Van Hoesen, Raiter & Brown, and that they will remodel it, hire a grain buyer and give the farmers the benefit of marketing their grain without any dealer's profit.

The Way-Johnson-Lee Company of Mason City, Iowa, successors to the Northwestern Iowa Grain Company, at their recent annual meeting decided to move their offices to Minneapolis. They are now located in the Corn Exchange. The capital stock of the company has been increased to \$150,000.

The Farmers' Elevator Company of Rice, Minn., has placed in the hands of an attorney for collection, claims against some forty farmers who have neglected to pay for the stock for which they subscribed. Some are disposed to settle, but many will fight, and a number of suits have been instituted. The company made no money last year and the directors have laid an assessment of \$10 on each share.

The Consolidated Elevator Company of Duluth are making improvements to the Rice's Point elevators for the purpose of getting lower insurance rates. A contract has been let for replacing the old galleries between elevators E and F, D and G and B and C with modern fireproof galleries built of brick and tile. The improvements will cost \$12,000. Prior to this the company spent \$30,000 on fireproof dust collectors; another large sum was spent in making private water connections with the city's mains, and some time in the near future, about \$12,000 more will be expended in furnishing the engine houses and boiler rooms of the various elevators with new fireproof roofing.

IOWA.

Chelsea, Iowa, has a new elevator, just completed.

An elevator is being erected at California Junction, Iowa.

The Peavey Elevator Co. will build an elevator at Berkley, Iowa.

Savage Bros. have started up their fine new elevator at Adair, Ia.

G. H. Bunton of Laurens, Iowa, has disposed of his grain business.

Bellemer & Watts have completed their new elevator at Oelwein, Iowa.

E. C. Brewer & Co. have discontinued their grain business at Stanhope, Ia.

H. F. Bodeker is now doing business in a fine new elevator at Bremer, Iowa.

A. E. Moerke of Spencer, Iowa, recently purchased an elevator at Wallingford.

The Peavey Elevator Co. are putting up a 20,000-bushel cribbed house at Luverne, Iowa.

The St. Paul & Kansas City Grain Co. are remodeling their elevator at Struble, Iowa.

The Davenport Elevator Co., Davenport, Iowa, has increased its capital stock to \$150,000.

C. C. Buck's new elevator at Toledo, Iowa, was opened last month in charge of W. B. Mitchell.

The St. Paul and Kansas City Grain Company have a new elevator under way at Hornick, Ia.

Pease Bros., Thornton, Iowa, have made some necessary improvements on their elevator plant.

The Trans-Mississippi Grain Co. have made extensive repairs on their elevator at Onawa, Iowa.

G. A. Pierson, Orient, Iowa, sold his business to the Orient Grain Co., and gave possession August 1.

Herbert A. Junod is reported to have sold his elevator business at Carroll, Iowa, to R. Y. Culbertson.

The Spencer Grain Co. of McGregor, Iowa, not long ago placed an order with Barnard & Leas Mfg. Co. for six of the largest size Perfected Elevator

Separators, and have recently given an order for four more of the same machines.

Two new elevators are being built at Fonda, Iowa, by F. J. Turner and by the Warren Grain Co.

A large addition has been built to the St. Paul & Kansas City Grain Co.'s elevator at Langdon, Iowa.

The Farmers' Incorporated Society has asked the railroad company for a site at Britt, Iowa, on which to erect an elevator.

I. E. Jackson of Springville, Iowa, has succeeded E. C. Hampton at that place and the D. H. Stuhl Grain Co. at Eldridge.

G. H. Barber of Hawarden, Iowa, has purchased the Geo. Ranes Elevator at Alford, and placed Bruce Wickham in charge.

C. Fursuth, Belmond, Ia., has sold his elevator to Richardson & Thompson, and will spend the coming winter in Southern California.

Henry Potgetter purchased D. W. Turner's elevator and coal sheds at Steamboat Rock, Iowa, and took possession on August 1.

The Traus-Mississippi Grain Co.'s elevator at Sloan, Iowa, was opened for business last month with Chas. Carr as local manager.

The old Hansman Brewery at Ottumwa, Iowa, is being remodeled and will be occupied by W. P. Chisman as a wholesale grain and hay warehouse.

The Anchor Grain Co.'s elevator at Ireton, Iowa, has been purchased by J. T. Scroggs of Beresford, S. D., who continues H. B. Smith as manager.

The St. Paul & Kansas City Grain Co. have completed a large addition to their elevator at Spencer, Iowa. They will also build a large addition at Sioux Rapids.

Lawbaugh Bros., Woodward, Ia., are building an oats bin capable of holding from 20,000 to 25,000 bushels. It will be filled and emptied by means of a conveyor.

Roach, Keck & Wold of Rock Rapids, Iowa, have sold their two elevators at that place and those at Granite, Larchwood and Lester to the Skewis-Moeu Co. of Inwood.

The elevator at Stones, Ia., owned by the Mola Elevator Company of Chicago, is being rebuilt and an entire new equipment of machinery, including gasoline engine, will be installed.

The Farmers' Grain & Coal Co., Salem, Iowa, has been incorporated with a capital stock of \$5,000. The incorporators named are Wm. Blankartz, Peter Kramer and F. B. Chapman.

The Kinsella Grain Company will move its elevator at Salix, Ia., back from its present site and build a thoroughly modern house of 25,000 bushels' capacity. C. Nelson is the local manager.

H. C. Pierce of Traer, Iowa, has been notified by the railroad company to remove his elevator. They have offered him a site for a new building. The Wilson Elevator is also to be torn down.

P. M. Ingold of Spencer, Ia., has purchased the Lindon Elevator at Clear Lake, which was operated last year by the Northwestern Iowa Grain Company. J. W. Greer has been placed in charge.

In repairing and getting their elevators ready for the busy season, Thos. F. Musson & Son of Audubon, Iowa, will install two of the 6-inch, 12-duet improved Hall Grain Distributors in their elevator.

The American Cereal Co. of Cedar Rapids, Iowa, are rearranging their cleaning house preparatory to installing thirteen of the largest size Barnard & Leas Perfected Separators and other machines. When these changes are made they will have the best and most up-to-date cleaning house in the country.

John Keunell of Fremont, Ia., has contracted with Younglove, Boggess & Co. of Mason City, and they are now engaged in erecting a 30,000-bushel elevator to replace the one destroyed by fire. It will be equipped with gasoline engine and other modern machinery and be ready for business by September 1.

J. W. Kennel, who is building a new elevator at Fremont, Ia., is equipping the same with Marseilles Manufacturing Company's machinery throughout. This building is one of the most complete in that section of the country, having facilities for handling all kinds of grain and shelling corn, a Marseilles New Process Combined Sheller and Cleaner being used for the latter purpose.

The Northwestern Iowa Grain Co. has moved its headquarters from Mason City, Iowa, to Minneapolis, Minn. The name has been changed to the Way-Johnson-Lee Co. L. W. Gingry, assistant manager, will have an office at Mason City. When the company moved from Britt to Mason City about two years ago they had five elevators.

To-day they have thirty-six elevators and a number of lumber yards. Their present capital stock is \$150,000.

A recent incorporation is the Dickson Grain Company of Waterloo, Iowa. The capital stock is \$25,000. J. F. Dickson is president; Alexander Moir, vice-president, and Henry Graff Jr., secretary and treasurer.

The large grain elevator in course of construction at Clinton, Iowa, for the Dysart Grain Co., has been taken over by the newly incorporated Clinton Grain Co., which has a capital stock of \$100,000. K. K. Liquin is president and N. D. Patterson, secretary. The Dysart Company will hold \$60,000 of the stock.

CENTRAL.

The elevator at Geneva, Ohio, has been enlarged. Somerville, O., may have an elevator in the near future.

Wilson & Co. is a new grain firm at Mt. Victory, O.

Charles Ash of Amsden, Ohio, is building a grain elevator.

Logan Henshaw will build an elevator at New Castle, Ind.

Estley & Son are building an elevator at Shepherd, Mich.

Henry Keck has sold out his grain business at Bryan, Ohio.

D. A. Harman will build a 15,000-bushel elevator at Ottawa, O.

B. F. Cronley will erect a grain elevator at Mt. Victory, Ohio.

Millikan Bros. have completed an elevator at Blountsville, Ind.

D. L. Leas of Waterloo, Ind., is also operating the elevator at Summit.

Page & Co. have leased the Pere Marquette Elevator at Ionia, Mich.

The Berne Grain & Hay Co., Berne, Ind., have put in a seed cleaner.

Walker & Middleton have a new elevator at Yale, Mich., nearing completion.

Small & Co. are building an elevator on the Belt Railway at Evansville, Ind.

Jas. W. Burwell, grain dealer, has moved from Sidney to South Whitley, Ind.

A co-operative company is being formed to build an elevator at St. Henry, Ohio.

Green & Pettibone are improving and enlarging their elevator at Owosso, Mich.

Holmes Bros., Portland, Ind., have installed a feed grinder and a cornmeal outfit.

H. Madisohn will operate the elevator at Elkton, Mich., which was recently remodeled.

Mr. Palmer has sold his interest in the grain firm of Palmer & Miller at Rockford, O.

P. S. Daubenspeck and C. O. Patton of Milroy will build a grain elevator at Gaston, Ind.

J. M. Deweese and W. L. Hoel of Montezuma, O., have purchased an elevator at Chickasaw.

A 30,000-bushel elevator is being erected at Curryville, Ind. It will be operated by Drum Bros.

D. D. Van Noecker is building an elevator on the L. S. & M. S. right of way at Petersburg, Mich.

Wm. Fogle continues the grain business of the late firm of Fogle & Sanderson at Broadway, Ohio.

Lawson & Timberlake are reported to have sold their elevator and lumber yard at Pine Village, Ind.

Eber Harnden and Chas. Reeves of Yale have purchased the Inglesby Elevator at Brown City, Mich.

David A. Lawson, formerly of Pine Village, has bought a half interest in the grain elevator at Templeton, Ind.

The recent assignment of the L. A. Strong Elevator Co. at Mansfield, Ohio, is reported to have been raised.

Fred Welch of Fenton, Mich., will install a second Hall Distributor while making extensive repairs in his elevator.

The Hartley Grain Co. of Goodland, Ind., has purchased B. S. Constant Co.'s grain feeders for its new elevator.

The Lafontaine Grain Co., Marion, Ind., has purchased from the estate of John R. King the elevator at Fox Station.

J. C. Hadley is equipping his new elevator at Windfall, Ind., with machinery and supplies purchased from T. M. Van Horn, the Indianapolis rep-

resentative of the Marseilles Manufacturing Co., Marseilles, Ill.

The Samuel Born Grain Co., Lafayette, Ind., expect to erect a number of elevators at various points in the near future.

The Isaac Harter Co., Fostoria, Ohio, will build a large ironclad corn crib and buy corn as well as milling wheat this fall.

C. D. Colby & Co., grain and hay shippers, are erecting an additional warehouse at Perry, Mich. It is 36x24, three stories high.

The Long Mill & Elevator Co. have installed a 6-inch, 12-duct improved Hall Distributor in their house at Mechanicsburg, Ohio.

Raymond P. Lipe of Toledo will rebuild his elevator at Bryan, Ohio, which was recently burned. This will be quite a large structure.

The Toledo Elevator Co., Toledo, Ohio, is putting in a complete grain washing and drying plant, built by the S. Howes Co., Silver Creek, N. Y.

The machinery equipment for Bailey, Bunnell & Co.'s new elevator at Wanatah, Ind., is being furnished by the Skillin & Richards Mfg. Co.

F. C. Baluss & Co. of Blissfield, Mich., have opened a branch at Adrian, where they have leased an elevator and placed Chas. Dawson in charge.

Andrew C. Brown and C. B. Riley of Rushville, Ind., have formed the firm of Brown & Riley and purchased Scright & Wright's elevator at Milroy.

The Michigan Central Railroad is transforming its freight house at Decatur, Mich., into a grain elevator, putting in a wheat cleaner, gasoline engine, etc.

J. Hale & Sons, who operate a flour mill at Lyons, Mich., in consideration of a bonus of \$1,000, are to erect an elevator, feed mill and flour exchange at Ionia.

The Miami Grain Company, with headquarters at Xenia, Ohio, has purchased the Allentown grain elevator from Mr. Murphy for a consideration of \$5,000.

The Churchill-White Grain Co. of Chicago are building an elevator at San Pierre, Ind. Skillin & Richards Mfg. Co. are supplying the machinery equipment.

M. Gunning, a well-known grain man of Chillicothe, Ohio, has formed the Chillicothe Grain Co. Mr. Gunning is the manager and Walter Roche secretary and treasurer.

B. Nofstger, Rochester, Ind., is erecting two modern elevators at Athens and Germany, Ind. These houses will be equipped with the Marseilles Manufacturing Co.'s machinery and supplies.

The Toledo Grain & Salvage Co. recently purchased 7,000 bushels of wheat which had been damaged by fire on board grain vessels at Buffalo. The wheat was shipped to Toledo, O., for drying.

McCray & Morrison of Kentland, Ind., have just finished a new 50,000-bushel grain elevator at McCray's Siding, a new station on the Panhandle Railroad midway between Kentland and Goodland.

The grain men of Woodlyn, Ohio, C. S. Hunsicker, A. L. Alkire and B. B. Yates, have formed a corporation to be known as the Woodlyn Grain Company, with a capital stock of \$15,000. Mr. Hunsicker is president, Mr. Alkire secretary and Mr. Yates treasurer. The elevator at Deer Creek has been leased and will be managed by Mr. Yates. The company will buy all kinds of grain and sell all kinds of farm implements, vehicles, harness, hardware, grass seeds, salt, coal, etc.

SOUTHERN.

B. C. Jackson has opened a grain store at San Angelo, Texas.

Barrett & Son have put up a small elevator at Woodward, Okla.

O. D. Rhode has sold out his grain business at Floresville, Texas.

O. B. Kidney of Hennessey, Okla., has built a 30,000-bushel elevator at Okeene.

J. T. Barry has succeeded Boone Kirk in the grain business at Navasota, Texas.

Pascal Head has succeeded to the grain business of Head & Stone at Whitewright, Tex.

The Texas & Pacific Railway Co.'s new million-bushel elevator at Westwego, La., is now practically finished.

The Marseilles Manufacturing Co., Marseilles, Ill., report having secured contracts for machinery and supplies for equipping elevators now being erected by Randels & Grubb, and also by W. B. Johnson at

Lahoma, O. T., and Charles Hanna at Ringwood, O. T.

E. C. Wills, Fort Smith, Ark., has sold out his grain and feed business but continues in the coal business.

Twenty-four cottonseed oil mills are reported to have been built in Texas this year, making a total in the state of 161 mills.

The firm of McCutcheon, Payne & Co., engaged in the flour and grain business at El Paso, Texas, has been changed to the McCutcheon-Payne Co.

The John S. Metcalf Co., Chicago, has prepared plans for a million-bushel elevator for the Southern Pacific at Galveston, Texas. Work is said to have been commenced on the foundation. The plant will be electrically operated.

H. C. Bradford, manager of the Choctaw Mill & Elevator Co., has moved from Oklahoma City to Memphis, Tenn., where the headquarters of the company will hereafter be located. Their new 100,000-bushel elevator is about completed.

The Waukomis Union Elevator Co. of Waukomis, O. T., have placed an order with the Marseilles Mfg. Co., Marseilles, Ill., for the entire machinery equipment of their new elevator at Waukomis. This elevator will be supplied with one of the No. 00 Pease Dustless Separators, as manufactured by the Marseilles Mfg. Co.; also with two of their controllable dumps.

The Transcontinental Compress Co. of Paris, Texas, has been incorporated with a capital stock of \$250,000. Its purpose is to contract, own and operate gin mills, grain elevators, wharves, public warehouses, etc., in the counties of Lamar, Red River, Fannin and Bowie. Incorporators: George H. McFadden of Philadelphia, N. P. Anderson of Fort Worth, J. D. McDade, A. H. O'Neill and Reginald Forwood of Paris.

The following parties are reported as contemplating the erection, enlarging or improving of cottonseed oil mills: La Grange Cotton & Oil Mfg. Co., La Grange, Texas; Cross Hill Oil Mill Co., Laurens, S. C.; Wharton Oil & Cotton Co., Wharton, Texas; Marlin Oil Co., Marlin, Texas; Palestine Cotton Oil Co., Palestine, Texas; Farmers' Oil & Fertilizer Co., Lavonia, Ga.; Madison Oil Co., Huntsville, Ala.; Farmers' & Gimmers' Cotton Oil Co., Schulenburg, Texas; Rosebud Cotton & Oil Co., Rosebud, Texas.

WESTERN.

The Bartlett-Poole Company has engaged in the grain business at North Yakima, Wash.

The McDonald Grain & Milling Company of Los Angeles, Cal., is building a three-story grain elevator.

The Vollmer Clearwater Grain Company have completed a warehouse, 50x100 feet, at Stuart, Idaho.

Grain warehouses are being erected at Touchet and Divide, Wash., by the Pacific Coast Elevator Company.

Herbert M. Barry and Frank M. Davis have engaged in the grain, hay, coal and wood business at Oakland, Cal.

The first carload of the new crop of wheat reached Tacoma, Wash., on July 29. It weighed 62½ pounds per bushel.

The Seattle Grain Company, Seattle, Wash., with a capital stock of \$100,000, has been incorporated by E. Cardin and Maritz Thompson.

The Puget Sound Warehouse Company are erecting a grain warehouse at Wilbur, Wash. The Seattle Grain Company will also build one at that point.

An elevator has been put in the W. R. Russell No. 3 warehouse at Moscow, Idaho, that enables five men to take from the wagons, weigh, truck and pile 3,000 sacks per day.

Hansen & Lyse, implement and grain dealers at Wilbur, Wash., have given up the latter branch of their business. The Tacoma Grain Company will operate their warehouse.

J. F. Thompson has been engaged to handle the grain business of the Lewiston Milling Company, Lewiston, Idaho, where he formerly represented the Pacific Coast Elevator Company.

The Tacoma Grain Company, owning a complete system of wheat warehouses, through Eastern Washington, will engage directly in the export trade this year instead of selling grain to other exporters. This makes seven firms engaged in exporting wheat from Tacoma, Wash.

The O. R. & N. Co. has built a side track three miles northwest of Pullman, Wash., where the Pacific Coast Elevator Company will erect a large grain warehouse. According to a press report, "Pullman is now so completely surrounded by grain stations that the town will probably not receive

more than half as much grain as in former years. The new tramway at Wawawai is expected to take 100,000 bushels of wheat that would otherwise have come to Pullman."

M. Schultheis Jr. and Miles M. Miller have leased the new Schultheis Warehouse, 50x200 feet, at Colton, Wash., and will conduct a grain and hay business and also handle sacks and twine.

E. P. Atchison of Kendrick, Idaho, has replaced his old pipe line with an ariel tramway 3,000 feet long for carrying grain, etc., at an angle of 45 degrees between his two warehouses. His new warehouse has a cleaning plant and gasoline engine.

The Spokane Grain & Milling Company of Latah, Wash., have disposed of the warehouse at Lovell Siding on the O. R. & N., between Harrison and Tekoa, to the Tekoa Company of Tekoa, Wash., who will operate it. The warehouse is situated on the Coeur d'Alene Indian reservation.

Aaron Kulin, the pioneer merchant of Colfax, Wash., and of late years the largest individual grain buyer in the Palouse country, has decided to go out of the mercantile business and devote his entire time to handling grain. He handled considerable more than 1,000,000 bushels last year.

Balfour, Guthrie & Co. have opened a business office at No. 207 Commercial street, Salem, Ore. They have secured warehouses at Salem, McCleay, Switzerland, Pratum and Brooks, besides the Turner mill and warehouse which they have had for several years, where they will buy grain. These outside warehouses will be under the management of H. Barendrick, who for the past ten years has been with a company at Portland, in the capacity of grain receiver. F. O. Breckenrige will have charge of the office at Salem, where all the business for these various warehouses will be conducted.

On August 1 three of the leading grain exporters of Portland, Ore., namely, Girvin & Eyre, G. W. McNear and Eppinger & Co., combined their interests under the firm name of the Northwestern Warehouse Company of Portland and Tacoma. The management has been arranged as follows: Thomas W. Sutton, at present at the head of the firm of Girvin & Eyre, in Portland, will be placed in charge of the new concern's interests at that point; Charles E. Curry, serving in the same capacity for G. W. McNear, will go to San Francisco, and Alfred E. Sutton, present manager of Eppinger & Co., will take charge on the Sound.

EASTERN.

Geo. T. McComb will build an elevator on his land on Niagara Street, Lockport, N. Y.

Boone Bros., dealers in merchandise and grain at St. Clair, Pa., have dissolved partnership.

It is reported that Geo. E. Miller and others will build a large elevator at Fairmont, W. Va.

Potter Bros. & Co. of North Adams, Mass., are enlarging and improving their grain elevator.

The Eastern Milling Co., Frederick, Md., has its new 50,000-bushel steel elevator about completed.

H. G. Meserve has sold his interest in the grain business at Easthampton, Mass., to his partner, G. D. Meserve.

The Denison-Plummer Co., a grain firm at New Bedford, Mass., will wind up its affairs and go out of business.

Charles B. Ruch has completed a new grain and feed elevator at Washington, Pa. The bins have capacity for 5,000 bushels.

Geo. H. Fretts, a grain dealer of Springfield, Mass., failed last month with liabilities of \$10,304 and nominal assets of \$6,100.

Hodgkins Bros. have let the contract for erecting a grain store at Gloucester, Mass., to replace the one recently destroyed by fire.

The Cape May Grain & Coal Co. of 323 Jackson Street, Cape May City, N. J., has been incorporated with a capital stock of \$25,000.

J. S. Bomberger & Son are now doing business in the grain warehouse at Palmyra, Pa., formerly conducted by Hoffer & Bomberger.

The Bahn Grain Co. of New Freedom has purchased W. E. Anderson's grain and feed business at White Hall, Seventh District, Md.

The L. C. Daniels Grain Co. has been incorporated at Hartford, Conn., with a capital stock of \$25,000. Their headquarters is 599 Main Street.

General Manager Logan, of the Central Vermont Railroad Co., is asking the city of New London, Conn., for certain street concessions in order that his company may build large elevators through which to handle grain for export.

The Gilmore-Smith Co. has been incorporated at Portland, Me., to deal in grain and hay. The paid-in capital is \$20,000. The incorporators are Wm. S. Crosby of Brookline, Mass.; John H. Gilmore and

Edwin L. Smith of Chelsea; clerk, Chas. O. Barrows, Portland.

THE DAKOTAS.

An elevator is being erected at Redfield, S. D.

A second grain elevator is being erected at Alice, N. D.

A. K. Tweto is erecting an elevator at Abercrombie, N. D.

Geo. Lippman is erecting an elevator at Granville, N. D.

Another "line elevator" has been erected at Cortlandt, S. D.

Geo. Lee is building a 15,000-bushel elevator at Gladstone, N. D.

The Crown Elevator Co. will put up an elevator at Redfield, S. D.

The Atlas Elevator Co. have enlarged their elevator at Ferney, S. D.

The Anchor Grain Co. have reopened their elevator at Gardner, N. D.

The Lake Preston Milling Co. is completing an elevator at Vienna, S. D.

The McCaull-Webster Grain Co. are building an elevator at Wanbay, S. D.

Jessen & Lange of Mansfield, S. D., have begun the erection of an elevator.

The Inter-State Elevator at Hurley, S. D., has been repaired and improved.

The Consolidated Elevator Company are building an elevator at Marion, N. D.

The Duluth Elevator Company are putting up an elevator at Thompson, N. D.,

An elevator is being built at Elrod, S. D., by the Lake Preston Milling Company.

The Powers Elevator Company have just completed an elevator at Marion, N. D.

W. W. Cargill & Bro. will build an elevator at Trent, Moody county, South Dakota.

The Peavey Elevator at Valley City, N. D., has been thoroughly remodeled and improved.

W. C. Leistikow is building an elevator at Wallhalla, N. D., of some 60,000 bushels' capacity.

J. O. Gullander has been engaged as manager for the Farmers' Grainhouse Co. at Bristol, S. D.

The Great Western Elevator Co. have made extensive improvements in their house at Leonard, N. D.

It is reported that an elevator will be built at Worthing, S. D., by J. W. Boggess of Mason City, Iowa.

The Farmers' Elevator & Supply Co. of Gary, S. D., has been incorporated with a capital of \$3,000.

The Great Western Elevator at Revillo, S. D., has been extensively repaired and a new dump scale put in.

The National Elevator Co. have just made repairs and improvements on their elevator at Osna-brock, N. D.

The Northwestern Elevator at Forrestville, S. D., is undergoing extensive repairs. Morris Hauklund is the buyer.

A. N. Carlisle is now sole owner of the elevator at Woonsocket, S. D., formerly owned by A. N. Carlisle & Co.

The Farmers' Elevator Company of Salem, S. D., has been reorganized as the Farmers' Grain and Coal Company.

The Dell Rapids Elevator Co., Dell Rapids, S. D., has put in a second dump and made other improvements at its elevator.

The Farmers' Elevator Co., Buxton, N. D., have recently had extensive improvements made in their 40,000-bushel elevator.

A. E. Parmenter of Scotland, S. D., has sold his elevator and feed mill interests to his former partner, Charles Maxwell.

The Northwestern Elevator at Hatton, N. D., has had a stone foundation placed under it, as well as receiving other repairs.

The elevator purchased by the Farmers' Elevator Co., Bath, S. D., has been remodeled and is now in fine shape for business.

During the past twelve months 288,000 bushels of grain are said to have been shipped from Canistota, S. D. It is expected that this record will be surpassed this year.

The Lyon Elevator Company of Mandan, N. D., have bought the Mannheim Mercantile Transportation Company warehouses at Mannheim, and intend to erect a 40,000-bushel elevator for this

fall's trade. The wheat crop of Mercer county is estimated at 400,000 bushels of wheat.

The Farmers' Elevator Company, Harwood, N. D., have contracted for a 30,000-bushel elevator to be completed by September 10.

Levi Peirce has sold his elevator at Ashton, S. D., to Walter Parks of Minneapolis. Mr. Peirce will continue in charge for the present.

The Citizens' Elevator, Webster, S. D., has put in a twelve-horsepower gasoline engine. P. J. Wagner is the buyer for this house.

The Dakota Elevator Co. are improving and enlarging their elevator at Fessenden, N. D. Its capacity will be increased to 40,000 bushels.

W. G. Milne of Dell Rapids, S. D., has begun work on a 30,000-bushel elevator, to be operated in connection with his flour mill at that place.

The Winifred Elevator Co., Winifred, S. D., has been incorporated with a capital stock of \$6,000 by G. M. Simons, Geo. L. Deuel and D. N. Davis.

The elevators and warehouses at Langdon, N. D., have all made improvements and repairs in preparation for handling one of the heaviest crops ever marketed there.

Contractor L. O. Hickok is completing a 30,000-bushel elevator at Devils Lake, N. D., for Thos. G. Winters of Minneapolis. It will have special facilities for handling flax.

The Farmers' Elevator Company, Egan, S. D., held their annual meeting recently and reported a satisfactory year's business. Jay Mansen was chosen manager and buyer.

A 50,000-bushel elevator will soon be completed in Washburn, N. D. The Washburn Company will also erect four or five other grain warehouses this fall in Mercer and Oliver counties.

At its recent annual meeting the Farmers' Elevator Co., South Shore, S. D., reported a good financial condition and re-elected all its old officers. C. J. Grunernd was engaged as buyer.

Farmers will build an elevator at Holmquist, a flag station between Bristol and Webster, S. D., on the C. M. & St. P. They have done the grading for a siding and the company will lay the track.

The Farmers' Elevator Co., Clear Lake, S. D., declared a dividend of 50 per cent this year. The company handled over 70,000 bushels of wheat last year. E. P. St. John was elected treasurer and manager.

At the recent annual meeting of the Farmers' Elevator Company, Gardner, N. D., a dividend of 20 per cent was declared. In addition 5 per cent was left to form a sinking fund; \$100 was left in the repair fund and \$150 in the treasury.

A. A. Truax and A. H. Betts of Mitchell, S. D., have united their elevator interests and incorporated as the Truax & Betts Elevator Company, with a capital stock of \$100,000. The company has a line of twenty elevators on the Milwaukee and Omaha roads, and expect to increase this number from time to time.

John and H. D. Buchanan of Rio, Wis., and James A. Buchanan of Buchanan, Stutsman County, North Dakota, have organized an elevator company, with a capital stock of \$50,000. Contract has been let for the construction of a 45,000-bushel elevator at Buchanan, ten miles north of Jamestown. The promoters have large farming interests in the vicinity of Buchanan.

MISSOURI, KANSAS AND NEBRASKA.

Waterville, Kan., has a newly completed grain elevator.

S. R. Washer will rebuild his elevator at Atchison, Kan.

The Bowersock Elevator at Lawrence, Kan., is now completed.

S. N. Norris has sold out his grain business at Marquette, Kan.

The I. M. Yost Milling Co. has a new elevator at Hays City, Kan.

Ed Wilmesherr recently completed a grain elevator at Gerald, Mo.

Steckel Bros. have completed a 40,000-bushel elevator at Ellinwood, Kan.

The Traders' Grain Co. of Kansas City, Mo., made an assignment last month.

William Bateman, grain dealer at Courtland, Kan., recently moved to Colwick.

The Updike Grain Co. of Omaha, Neb., has increased its capital stock to \$50,000.

The Greenleaf-Baker Grain Co. of Atchison, Kan., recently purchased J. H. Mohrman's elevator at

Talmage, Neb. Mr. Mohrman has been retained as manager of the house.

G. W. Simpson of Bridgeport, Kan., says that town needs a grain and stock buyer.

The new Peavey Elevator at Beatrice, Neb., is now completed and ready for business.

The Jones Grain Co. recently made extensive repairs on their elevator at Julian, Neb.

George Meisner is having a 50,000-bushel elevator erected on his ranch east of Shelton, Neb.

The Salina Mill & Elevator Co. of Salina, Kan., have commenced work on a new grain elevator.

The Marquette Elevator Co., Marquette, Kan., has received a charter authorizing a capital stock of \$2,500.

Cooper & Dinsmore have completed their elevator at Lyons, Kan. They also put in an 80-ton track scale.

Peter Bodewig and others are trying to organize a co-operative company at Humphrey, Neb., to conduct a flour mill and grain elevator.

J. E. O'Brien of Quenemo, Kan., who recently sold out to his partner, has again purchased the entire interest in the elevator business.

In making repairs this season the Tilden Elevator Co. will place a 6-inch, 12-duct, and 6-inch, 15-duct improved Hall Distributor in their house at Tilden, Neb.

L. Monteen has sold his elevator at Wahoo, Neb., to the Trans-Mississippi Grain Co. He will continue to look after the business as their local manager.

The Hall Distributor Co. of Omaha has received a second order from J. P. Gibbon & Co. of Kearney, for an improved Hall Distributor for their elevator at Alda, Neb.

An elevator is now being erected on the K. C. & O. Railroad between York and Benedict, Neb., and one is talked of between York and McCool on the same railroad.

W. T. Cummings of Beatrice, Neb., has contracted for the erection of a 40,000-bushel elevator. When completed he will operate a feed mill in connection with same.

The Farmers' Grain & Live Stock Association of Butler, Kan., has been incorporated with \$2,000 capital stock. Harvey Thieson is president and Wm. Hartford, secretary.

The Farmers' Elevator, which opened for business on June 8 at Solomon, Kan., is reported to have taken in 90,000 bushels of grain up to August 2. A branch co-operative company has been organized at Talmage and will work in connection with the above company.

CANADIAN.

An elevator is being built at Willow Range, Man.

Morton & Pearson have begun work on a 30,000-bushel elevator at Gladstone, Man.

The Lake-of-the-Woods Milling Company will build a second elevator at Rosser, Man.

C. C. Smith is building a 30,000-bushel elevator in connection with his flour mill at Carnduff, Assa.

The 30,000-bushel Farmers' Elevator now building in Rathwell, Man., makes the fourth elevator for that town.

The Canadian Pacific will build an annex to its elevator at Fort William, Ont., to give it a total capacity of a million bushels.

The Western Elevator Company of Winnipeg, Man., has been incorporated by T. B. Baker, F. M. Morse and W. G. MacMahon. The capital stock is \$100,000.

The Canadian Pacific Railway has arranged for the building of a 500,000-bushel annex to its elevator at Port Arthur, Ont. Cement construction may be employed.

A news correspondent at Oakville, Man., claims that the single elevator at that point is going to be wholly inadequate to handle the present large crop that must be marketed there.

The Great Northern Elevator at Quebec put its pneumatic unloading plant into operation for the first time last month, when a full cargo of oats was unloaded from the schooner Anna. The work was done well and quickly.

The Farmers' Elevator Company of Caron, Man., will open bids on August 15 for the erection of a 35,000 to 50,000 bushel elevator. It will be a substantial, well-equipped structure operated by a sixteen-horsepower Fairbanks-Morse Gasoline Engine.

It is stated that shortly after the present Canadian Northern Elevator at Port Arthur, Ont., is completed, Mackenzie, Mann & Co. may commence the erection of an additional one. It will not, how-

ever, be completed in time to handle the present crop.

David Seath, secretary of the harbor commissioners of Montreal, has advertised for plans and bids for a million-bushel elevator, with shipping conveyors, for Montreal. The bids will be opened August 20. It is understood that the Grand Trunk Railway has offered to build a 2,000,000-bushel elevator at Windmill Point, providing the commissioners will make certain dock improvements.

On July 31 twenty-one delegates, representing fourteen farmers' elevator companies of Manitoba, met in the Board of Trade office at Winnipeg and organized the Manitoba and Northwest Farmers' Elevator Companies' Association. The annual membership fee was placed at \$5. A constitution was adopted and the following officers and directors elected: S. Umphrey, Miami, president; Jas. Riddell, Rosebank, vice-president; T. Kernighan, Carman, secretary-treasurer, and Messrs. A. Morrison, Carman; J. Stewart, Holland; A. C. Chater, Roland; J. Friesen, Winkler, executive committee.

BARLEY AND MALT

The Kiel Grain and Malting Company has been incorporated at Kiel, Wis., with authorized capital stock of \$20,000.

The Purcell branch of the American Malting Company at Kensington, Ill., has closed down for an indefinite period.

California is harvesting one of the largest and best crops of barley ever grown in that state, and the price is correspondingly weak.

The Duhth Brewing and Malting Company will erect a six-story brick malting plant at Twenty-ninth avenue, West, and Helm street.

The Pabst malthouse at Milwaukee, Wis., which was recently destroyed by fire, will be rebuilt and equipped with the pneumatic system of malting.

New Minnesota barley does not average as heavy as the crop of last year, but its color is better. The price is up, partially on account of the high price of feeds.

Pope & Eckhardt Company advises its customers to buy all lots of good new barley offered at their stations on basis of present Chicago values, and to hold for a fair profit.

W. O. Schlosser of Hamilton, O., has retired from the malting business, and will devote his entire attention to the Martin Mason Brewing Company, of which he is the principal owner.

It is rumored that the American Malting Company during the coming season will not operate their plants having the floor-malting system, and will run only those houses having the patent system installed.

Thomas Brockwell, formerly superintendent of Aaron branch of the American Malting Company, has succeeded Charles Goodman as foreman of the Northwestern Malt & Grain Company's plant at Cragin, Ill.

T. H. Kearney, of the Department of Agriculture, is experimenting in California to produce by selection a species of barley that will thrive on alkali land. Algerian barley, that is known to do well on alkali soil, will be imported for this test.

The United States Maltsters' Association held its annual session at Buffalo, N. Y., August 8. John Noth of Davenport, Ia., was elected president; John Finck of Chicago, vice-president; John Reamer of Kenosha, Wis., treasurer, and J. H. Pauko of Chicago, secretary.

E. C. Butz of Chicago has been inspecting barley in Minnesota, and says that great damage has been done to the grain in some sections of that state by thrashing too fine, thereby knocking off the germ end, the barley being dry and brittle. Otherwise the quality of the barley is fine.

The American Malting Company will soon complete its present fiscal year. It is said the operations will show profits sufficient to pay the interest on the bonds, with a small surplus. A committee has been appointed to readjust the company's capitalization, and is now inspecting the company's plants for that purpose. The company is erecting a new elevator at Kellogg, Minn.

Aaron Appleton, a stockholder in the American Malting Company, has sued the directors of that company, in a New Jersey court, on charge of having paid out dividends unlawfully to boom the stock. Appleton alleges that the directors of the company borrowed money with which they paid 7 per cent dividends on preferred stock and 6 per cent on the common stock for the year ended January 1, 1900. The defendants are: Charles A. Purcell, Chicago; Alexander M. Curtis, Buffalo;

Charles Sohngen, Hamilton, Ont.; Charles A. Stadler and E. R. Chapman, Manhattan; Charles M. Warner, Syracuse; Robert Nunnemacher, Adolph C. Zinn and Theodore L. Hansen, Milwaukee, and David D. Weschler, Erie.

The receipts of barley at Cincinnati during July, 1901, were 1,851 bushels, and shipments 187 bushels, as compared with receipts of 800 bushels and shipments of 3 bushels in the corresponding month last year. The receipts of malt during July were 63,187 bushels, and shipments 44,895 bushels, as compared with receipts of 82,889 and shipments of 68,219 bushels during the month in July, 1900.

The D. H. Stuhr Grain Company of Davenport, Ia., estimates the total yield of barley at considerably less than the government estimate of 69,000,000 bushels, which was made when the crop was at its best. While the color and soundness will be better than last season, yet the crop in general will be very uneven and shrunken. Prices will not be low, as the demand for barley to mix for feeding purposes will be good.

Judge Seaman, in the United States Court at Milwaukee, dismissed the case of Adolph Kreitel of Chicago against the Burlington Malting Company, in which Kreitel petitioned to have the company declared bankrupt. Evidence was introduced to prove that the company was solvent, and also that the two co-petitioners with Kreitel had been drawn into the matter unknowingly. Kreitel, who is a Chicago malt broker, was shown to have a grievance against the malting company.

E. P. Bacon & Co. of Milwaukee report, under date of August 7, that their advices from Wisconsin indicate a larger crop of barley this year than last, with variable quality and uneven color. There is a slight increase in acreage and a larger yield per acre. Substantially the same report is made from Minnesota. Iowa barley shows the same variation in quality and color and a reduction in acreage and shrinkage in yield. South Dakota promises a larger and better crop than last year, and the Nebraska crop will be fair.

The Northwestern Malt & Grain Company is making extensive additions to its plant at Cragin, Ill. A new four-story brick germinating house is being built, to contain eight additional Saladin pneumatic germinating compartments. Also an additional kiln is being constructed, 42 by 50 feet and six stories high. The present capacity of the plant is 3,500 bushels per twenty-four hours, which will be increased by the new buildings and improvements to 6,000 bushels. An addition is to be made to the elevator also, to provide more storage capacity for barley. When all the improvements are completed it is expected that the house will have the largest malting capacity of any house in the United States. The plant is owned by the Northwestern Malt & Grain Company. S. M. Demmond is superintendent, and Thomas Brockwell foreman.

The P. H. Rice Malting Company, whose plant is located at Courtland street, Cragin, Ill., is adding improved machinery to its plant. The latest is a device for continuous malting during the summer season. As a floor malting system is used at this house, it is something out of the usual order. Over the entire first or germinating floor of the malthouse a perforated steel floor, eighteen inches above the regular floor, has been laid. At the north end, outside the building, a tile-constructed air-cooling room has been built (running water being the process of tempering). From the cooling room the cold air is drawn under the perforated floor through a tunnel by a large 120-inch exhaust Sturtevant fan, recently installed in the furnace. The foul air is then drawn through a sheet-iron chamber, which terminates on the outside of the building. This system was originated by Mr. P. H. Rice, and enables the plant to run during the summer season, while all other floor-malting plants are necessarily closed during that period.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
June, 1900	43	\$	47
June, 1901	4		3
Twelve mos. end'g June, 1900.	189,714		91,040
Twelve mos. end'g June, 1901.	171,002		84,071
Exports—			
June, 1900	1,112,035		508,996
June, 1901	256,795		113,979
Twelve mos. end'g June, 1900.	23,661,662		11,216,694
Twelve mos. end'g June, 1901.	6,293,207		2,883,565

BARLEY MALT.			
Imports—	Bushels.	Value.	
June, 1900	400		325
June, 1901	160		168
Twelve mos. end'g June, 1900.	4,399		4,127
Twelve mos. end'g June, 1901.	4,580		4,735
Exports—			
June, 1900	22,827		17,113
June, 1901	48,420		31,664
Twelve mos. end'g June, 1900.	296,742		215,198
Twelve mos. end'g June, 1901.	355,947		250,090

PERSONAL

Mel Finton is manager of the Cargill Elevator at Great Bend, N. D.

S. C. Kight of Renville, Minn., is now buying grain at Batavia, Minn.

C. Nummedar is in charge of Kraus & Co.'s elevator at Waupun, Wis.

L. S. Seea is managing the Andrews & Gage elevator at Larimore, N. D.

Fred Bemis is now manager of Howard & Bemis' elevator at Kenneth, Minn.

L. W. Brown has charge of Hubbard & Palmer's elevator at Ash Creek, Minn.

Fred Rector is elevator manager for the Monarch Elevator Company at Lisbon, N. D.

John A. Beach is manager of the elevator at Pontiac, Ill., for Rogers, Bacon & Co.

A. J. Schultz is now in charge of O. W. Lundsten's elevator at Lester Prairie, Minn.

Nels Lindgren represents the Thorpe Elevator Company at Milnor, N. D., this season.

Martin Lynch is now in charge of the elevator of Hubbard & Palmer at Slayton, Minn.

Victor Rector is manager of the Andrews & Gage elevator at New York Mills, Minn.

David Wallace has been re-elected seed inspector and weigher of clover seed at Toledo, O.

W. A. Munger has been re-elected manager of the Farmers' Elevator at Mazeppa, Minn.

Alfred L. McDougal, who has been with McReynolds & Co., is to be with Lohrke & Co.

Carl O. Johnson is wheat buyer for the Monarch Elevator Company at Cooperstown, N. D.

Loren Pierce is manager of the new elevator of the Morris Grain Company at Morris, Ill.

Charles Camp will buy grain at the Wells, Pearce & Co. elevator at Morris, Minn., this fall.

Hans Engelbretson succeeds S. Olson as manager of the Farmers' Elevator at Canby, Minn.

Benj. Woodrow is in charge of the Davenport Elevator Company's plant at Luverne, Minn.

Henry O. Parker has returned to the floor of the Chicago Board of Trade, after long absence.

Andrew Longballa of Hemming, Minn., is now with the Andrews & Gage Elevator Company.

F. S. Haage is the new manager for the Crowell Lumber and Grain Company at Fremont, Neb.

Will S. Findley is now representing Bartlett & Co., the Peoria, Ill., grain dealers, at Monmouth, Ill.

Thomas Corwine, for many years grain buyer at Skelton, Ill., has removed with his family to Springfield.

Charles Thornton is operating an elevator for the Monarch Elevator Company at New Rockford, N. D.

J. C. Hall has resigned as manager of the Farmers' Elevator at Wapello, Ia., on account of ill health.

Willis F. Rubins leaves Chicago for New York, where he will represent the Weare Commission Company.

H. P. Jensen is manager of the Dysart Grain Company's grain business and elevator at North Tama, Ia.

E. E. Webb is now manager of the elevator of the St. Anthony & Dakota Company at Mayville, N. D.

D. W. Potter has been employed by Schmtheis & Miller to take charge of their new warehouse at Colton, Cal.

Daniel Hogan has been re-elected State Grain Registrar of Illinois by the Railroad and Warehouse Commission.

Fred Sugden succeeds C. S. Tredway in charge of the Exchange Grain Company's elevator at Hutchinson, Minn.

O. P. Shaw of Scotland, S. D., has been appointed agent for a grain commission firm in Milwaukee, Wis.

Frank Sugden succeeds R. Lilley in the management of the Empire Elevator Company's plant at Wilmot, S. D.

C. G. Bosch, of the Bosch-Ryan Grain Company, Davenport, Iowa, has returned from a six months' trip to Europe.

J. H. P. Hoy resigned his position as grain buyer for the Sleepy Eye Milling Co. of Sleepy Eye, Minn., and went into the grain field to work. On the same

day he fell from the wagon and was seriously injured by striking on his head.

O. W. Simonson is now buying grain for the St. Anthony & Dakota Elevator Company at Thief River Falls, Minn.

Chris Thompson has been re-elected manager of the Farmers' Mercantile and Elevator Company at Owatonna, Minn.

Jordan Clavis, a colored clergyman of Springfield, Ill., has been appointed to a position in the Chicago grain office.

Phil West of Henning, Minn., is now wheat buyer for the North Dakota Elevator Company at New Rockford, N. D.

J. J. Allard of Beardstown, Ill., has been appointed to a position in the grain inspector's office at East St. Louis, Ill.

Arthur Wilson has been engaged by the Kansas City Grain Company as manager of the elevator at West Concord, Minn.

Oscar C. Hanson has been appointed manager of the Farmers' Elevator at Battle Lake, Minn., vice Hatch & Anderson.

J. W. Greer of Le Mars, Ia., for several years deputy county recorder, will engage in the grain business at Clear Lake, Ia.

S. T. Alexander succeeds George E. Compton as chief grain inspector for the Illinois State Grain Department at St. Louis, Mo.

F. W. De Long has been appointed manager of the S. Y. Hyde elevator at Alden, Minn., succeeding W. H. Hodge, who resigns.

Richard S. Lyon, of Merrill & Lyon, Chicago, returned August 15 from a six weeks' sojourn in England, Scotland and the continent.

L. Ludington, who has been grain inspector at Lafayette, Ind., for nine years, has retired from that position and will remove to Chicago.

H. Steffen is now manager of the Northwestern Elevator at Pipestone, Minn., succeeding S. B. Duea. Mr. Steffen was formerly at Herman, Minn.

George H. Phillips has been exonerated by the directors of the Chicago Board of Trade of charges of irregular practice made by former customers.

J. N. Barnard of Duluth has been appointed chief deputy inspector in the state grain department at Minneapolis, to succeed E. W. Knutvold.

George P. Wright has been reappointed by Governor Rogers State Grain Inspector for the state of Washington, to serve a second four-year term.

George C. Bagley, the Minneapolis grain dealer, has been elected to a seat in the New York Stock Exchange. The price of his membership was \$62,000.

F. A. Wilson writes us from Winfield, Kan., where he is representing the Richardson Company, grain dealers. He was recently at Great Bend, Kan.

Charles Burgess, who has been in charge of an elevator at Wheatland, N. D., for some time, is now occupying a similar position at Valley City, N. D.

W. H. Reed of Tacoma, Wash., has been reappointed a member of the Washington State Grain Commission and is serving his fourth successive term.

Michael Callahan, a grain merchant of Springfield, Mass., was recently reported dangerously ill at his home in that city, with no hope of his recovery.

W. T. Barstow, general manager of the Jaques Grain Company, will remove September 1 from York, Neb., to Lincoln, Neb., where he is building a fine residence.

R. H. Shumway, a wealthy seedman of Rockford, Ill., has offered \$5,000 for a free natatorium on the banks of the Rock River, on condition that the city furnish the site.

J. W. Comer has resigned his position with the Alliance Elevator Company at Howard Lake, Minn., to accept a similar position with the Cargill Elevator Company.

J. F. Thompson, who has been the Pacific Coast Elevator Company's agent at Lewiston, Idaho, for three years, has resigned his position to engage in business for himself.

W. J. Wilson has sold his interest in the elevator at Glenwood, Minn., to his partner, W. F. Daugherty, and has accepted a position with the Osborne-McMillan Company as superintendent of elevators.

Wallace Armstrong, of the firm of W. R. Mumford Co., Chicago, was married recently to Mrs. Mand Nenschler, daughter of Otis Breden, contractor, of St. Louis. A two weeks' trip on the lakes followed the wedding. Mr. and Mrs. Arm-

strong will be at home to their friends of the North Side early in September.

H. O. Frank of Webster, S. D., has removed to Minneapolis, Minn., where he is interested in the Miller Elevator Company, recently incorporated with a capital of \$100,000.

Walter A. Thomas, a prominent grain commission man of Minneapolis, has made a tour of Minnesota in a steam motor vehicle, for the purpose of investigating the crop conditions.

George W. Ford has been appointed agent in the Palouse country of Washington for the Northwestern Warehouse Company, the new consolidation of Portland and Tacoma, Wash.

C. D. Ramsdell, who has been grain buyer for the St. Anthony & Dakota Elevator Company at Edinburg, N. D., has been promoted to general superintendent, with headquarters at Crookston, Minn.

M. Roth, who has been with the Farmers' Shipping Association at Brookings, S. D., for several years, is now grain buyer for the Atlas Elevator Company, in charge of its house at Aurora, S. D.

R. S. McCormick, United States ambassador to Austria, who was formerly in the grain business at St. Louis, Mo., recently visited his old friends on the floor of the Merchants' Exchange in that city.

Robert I. Hunt, of Snffern, Hunt & Co., Decatur, Ill., is now in Europe in the interests of his firm. He will visit the principal markets of the United Kingdom and the continent and will remain until October.

D. A. McDonell, who for the past sixteen years has been engaged in the grain business at Montreal, Que., has removed to Chicago, Ill., where he has charge of the export business of the Calumet Grain & Elevator Co.

George E. Compton, the retiring chief grain inspector of the Illinois State Grain Inspection Department at St. Louis, was presented with a gold chain and a diamond set medal by the members of the St. Louis Merchants' Exchange.

A. H. Bliss, a well-known member of the Chicago Board of Trade, has been reducing his weight by fasting. His fasts have been of a week's duration and are broken on Sundays. He has lost flesh rapidly without interruption to his regular daily work.

Thomas O'Leary, formerly representative at Omaha, Neb., of W. H. Merritt & Co. of Chicago, has been transferred to the Des Moines office, the Omaha branch having been closed. The Des Moines branch of the firm is located in the Equitable building.

W. H. Annis has resigned as manager of the Farmers' Elevator at South Shore, S. D., and is succeeded by C. J. Grunernd. Mr. Annis has taken a position with the Northwestern Elevator Company at Bellingham, Minn., where he will have charge of the elevator.

Lake France, lately of Athena, Ore., is now in charge of the office of the Northwest Warehouse Company at Seattle, Wash. This is the concern recently formed by the consolidation of the grain interests of G. W. McNear & Co., Eppinger & Co. and the Western Warehouse Co.

C. B. Eggleston has formally retired from the Chicago Board of Trade by posting his membership for transfer. He has been prominent on the Board for over twenty years. In the famous Harper wheat deal he figured as special partner in the firm of C. J. Kershaw & Co., which carried on the deal and failed. An effort to connect Mr. Eggleston with the firm as general partner instead of special was not successful. Shortly after that a commission firm was incorporated under the style of Eggleston & Co., with a capital of \$100,000. In the panic of 1893 this firm suspended, owing about \$1,000,000, but eventually paid all creditors. Mr. Eggleston has had the reputation of being one of the most careful and conservative men on the Board and he retires with a fortune estimated at \$1,000,000.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

G. M. Randall, Wichita, Kan.
W. H. Snyder, representing Noye Mfg. Co., Buffalo, N. Y.
L. C. Shellabarger, of Shellabarger Mill & Elevator Co., Decatur, Ill.
B. F. Walter, Illinois Grain Dealers' Association's representative, Decatur, Ill.
Worthy Lee, Blue Hill, Neb., representing Invincible Grain Cleaner Co., Silver Creek, N. Y.

The Ohio Grain Dealers' Association will hold the semi-annual meeting in October probably.

Fires - Casualties

W. B. Wynn's wholesale grain store at Weatherford, Texas, has been burned out.

The Uppendall grain elevator, at Dalton City, Ill., was destroyed by fire July 11.

The Hutchinson Feed & Grain Company's plant at Hutchinson, Kan., has been damaged by fire.

The elevator of the Salina Mill & Elevator Company at Salina, Kan., was destroyed by fire recently.

Elevator C, of Alexander, Kelly & Co.'s flour mill at Brandon, Man., was slightly damaged by fire July 16.

The Neola Elevator at Earling, Iowa, was entirely destroyed by fire about 2 o'clock p. m., July 23. Insured.

Reeder's elevator at Lena, Ill., was slightly damaged by fire July 22. A spark from a passing train started the fire.

A small elevator at Lucca, N. D., owned by the Monarch Elevator Company, was blown over in the storm of July 28.

J. W. McMillen & Bros', grain elevator at Ohio City, Ohio, has been damaged by fire. Loss, \$10,000; partly insured.

The old Grange Mill at Faribault, Minn., which of late years had been used as a warehouse, was destroyed by fire recently.

John Burke's grain store at Riceville, Iowa, was burned in a general fire which swept away the business portion of that town July 24.

E. Kern's elevator at North Bend, Neb., was damaged by fire August 3 at night. Loss, about \$300, insured. The fire originated in the cupola.

A large warehouse filled with broom corn, at Evansville, Ind., was destroyed by fire on the night of August 3. Loss, \$150,000; insurance, \$110,000.

P. H. White's elevator at Keating's Crossing, Minn., was burned August 3, with contents, consisting of 4,000 bushels of grain. It was partially insured.

The Farmers' Elevator at Starbuck, Minn., was burned recently with loss of about \$2,700, fully insured. It contained 2,200 bushels of wheat and 450 bushels of flax.

Frauk Supple's grain elevator at Bloomington, Ill., was burned August 6. It contained a large quantity of grain, which was badly damaged. The loss was \$10,000, insured.

The elevator of the S. R. Washer Grain Company at Atchison, Kan., was burned August 1 with contents. The loss, including 35,000 bushels of grain, was about \$25,000; insured.

The Price Elevator, at Crawfordsville, Ind., caught fire at noon, July 10, from the friction of a belt that had slipped off a pulley. The blaze was extinguished with small loss.

Shafer Brothers' elevator at Hopkins Station, ten miles north of Allegan, Mich., was burned July 29 at night. Loss, \$3,000; insurance, \$2,000. The cause of the fire is not known.

W. C. Smith's elevator at Portis, Kan., was burned July 23, with 2,000 bushels of wheat, 500 bushels of corn and 200 bushels of rye. Loss, about \$5,000, with no insurance.

The Bontz elevator at Hutchinson, Kan., was damaged by fire to the extent of about \$1,000 July 16. The fire started in the engine room and did not spread to the main building.

The elevator of the Minneapolis & Northern Elevator Company at McIntosh, Minn., was set on fire by lightning during the night of July 23 and was badly damaged, though not a total loss.

The Big Four grain elevator at Warsaw, Ind., gave way on one side from the weight of several thousand bushels of grain, which were dumped on the ground. No one was hurt. It was an old building.

Willard Dill, 17 years old, while playing in Powell's elevator at Arthur, Ill., August 7, jumped into a bin containing 40,000 bushels of shelled corn. He disappeared at once and was dead when taken out.

H. M. Pollard, a grain dealer of Nehawka, Neb., is reported burned out. The elevator, with 500 bushels of corn and 500 bushels of oats, was burned. Building and contents were partly insured.

The Farmers' Elevator at Salina, Kan., was burned about 1:30 a. m., July 12. The fire evidently originated in a hot box in the cupola of the elevator. The house had been closed down at 7 p. m. on the evening previous. It contained 14,000 bushels of wheat. The building was badly

damaged and its contents were nearly a total loss. Loss, \$10,500; insurance, \$9,000. The elevator will be rebuilt.

The Crown Elevator at Wood Lake, Minn., was burned July 9 about midnight. A hot box in the machinery is supposed to have been the cause. The loss on building and contents was about \$5,000; insured.

Thomas Ogden's elevator at Chesterville, Ill., was burned July 31, about 5 o'clock p. m. The fire started in the top of the elevator. The building contained about 5,000 bushels of corn and some oats. It was insured.

Fire destroyed the warehouse of the Grangers' Warehouse Association at Winters, Cal., July 20, at night. Loss, \$6,000; insurance, \$2,500. Individual owners of grain suffered losses to the amount of \$12,740; partially insured.

The elevator of the Pierce Grain and Implement Company at Jonesboro, Ind., was burned July 6. The blaze is supposed to have started from a spark from a locomotive. Loss on building and contents, \$4,000; insurance, \$2,800.

An elevator at Smolan, Kan., the property of the Salina Mill & Elevator Company, collapsed August 2 and the grain fell to the ground. It was a new building, having been erected only last year, and the cause of the fall is not known.

The elevator of Rogers, Bacon & Co., known as the Illinois Central Elevator, at Chatsworth, Ill., was burned July 25. The fire was caused by an explosion of gasoline. The elevator contained 3,000 bushels of oats and 1,000 bushels of corn.

The elevator of Goff & Yates, at Rantoul, Ill., was burned at noon August 9. The fire was started by a spark from a locomotive, and before it could be extinguished it had destroyed half the town. Goff & Yates' loss was \$15,000, partially insured.

The grain elevator of F. L. Benepe, at Bozeman, Mont., was damaged by fire July 1. The fire started in the dust house on top of the elevator and was probably caused by a spark from a locomotive. It was extinguished by the local fire department.

A grain warehouse at Dodgeville, Ohio, owned by Charles Cox of Chicago, and occupied by Weekly & Son, was burned July 22. Sparks from a locomotive set the fire. The loss on building and a large quantity of oats stored was \$2,000, with no insurance.

John Wilhelm's two-story brick feed warehouse at Columbus, O., was burned July 13. The fire originated in an adjoining shed in which gasoline was stored. The building was valued at \$1,300, and the contents, consisting of feed and hay, at about \$1,600, fully insured.

The Northwestern Elevator at Eldred, Minn., was burned at an early hour in the morning of July 23. It was set on fire by lightning. Building and contents are a total loss. The elevator was not operated at this time of year, and contained no grain, but the loss on building was about \$2,000.

The Monarch Elevator Company's elevator at Key West, Minn., was burned July 12, with 600 bushels of grain. The origin of the fire is not known. It was discovered about 4 o'clock a. m., and burned so rapidly that the horse used to elevate the grain was cremated. The property was insured.

About 6,000 sacks of grain, each weighing 140 pounds, were left on the floor of the Mississippi Valley Elevator at St. Louis over night, and the floor collapsed under the great weight, and let sixty sacks through onto the floor below. The remaining sacks were removed before further damage was done.

J. A. Perry's grain warehouse at Medford, Ore., was burned July 11. It contained 14,000 bushels of wheat. The fire is supposed to have been of incendiary origin. Between 7,000 and 8,000 bushels of the grain were saved and sold at a low figure. The total loss was about \$9,000. The warehouse will be rebuilt as soon as possible.

An unknown man was suffocated in a car of grain on the Sioux City & Pacific branch of the Fremont, Elkhorn & Missouri Valley Railroad August 4. The man had been stealing a ride, when the train came into collision with a train coming from the opposite direction. The force of the collision turned the grain car upside down and threw its entire contents over the unfortunate passenger, pinning him down and suffocating him under the mass of grain.

R. M. Sauls, engineer and millwright for the Rosenbaum grain elevator at Fort Worth, Tex., was crushed by the cars and killed July 11. He was on his way from one part of the elevator to another and was crossing the track under the elevator, on which was a string of cars which were being unloaded. At the point where he attempted to cross the cars had been cut, and as he was in the act of passing one of the cars was moved,

striking him, crushing both legs and his left arm. He died two hours later. He was about 40 years of age and married.

Grain Elevator No. 10 of the Montreal Grain Elevating Company's floating elevators, sank at her wharf in Montreal harbor July 8. The high wind prevailing keeled the hull over until it filled with water and sank. The elevator had a capacity of 6,000 bushels an hour, and was worth \$15,000. It was righted and pumped out at considerable expense.

S. Going's large hay warehouse at Kingston, Ont., was burned July 20. The fire broke out in the bales of hay. The cause is not known. There were 100 tons of hay and straw in the building, worth \$1,000. It was a total loss, with full insurance. The shed was owned by the Grand Trunk Railway and the hay by the Canada Hay Company, S. Going and J. S. Going, proprietors.

The elevator plant of the Des Moines Elevator Company at Rippey, Iowa, on the Fort Dodge division of the Rock Island Railroad, was destroyed by fire at 6 o'clock p. m., July 25. The elevator contained a small quantity of grain, which was burned, and fourteen lengths of cribs full of corn adjoining it were burned. The loss is about \$10,000; partly insured. This is the third elevator to be burned on that site.

The elevator of P. M. Rindesbacher & Co., at Stockton, Ill., was burned July 23 at an early hour. The blaze is supposed to have started from a spark from a locomotive. The building and contents are a total loss. The plant was rented by Henry Shultz, and contained 1,000 bushels of shelled corn, 200 bushels of clover seed, 500 bushels of barley, 1,000 bushels of oats and wheat. The buildings were insured for \$3,000 and the stock for \$4,500.

About midnight August 3 fire broke out in the Grand Trunk Elevator No. 1 at Fifty-first street and Central Park avenue, Chicago, and soon spread to Grand Trunk Elevator No. 2 adjoining, and destroyed both elevators. The fire is supposed to have been started by sparks from a switch engine. The railroad yards around the burned elevators were filled with cars, which took fire, and the efforts of the fourteen switch engines stationed there to save the cars greatly impeded the firemen. The elevators were leased by Rogers, Bacon & Co. Elevator No. 1 was a transfer house and Elevator No. 2 a storage house. The loss is estimated at \$75,000; insured.

CALIFORNIA WHEAT.

Dates of arrivals of new wheat at San Francisco or tidewater, since 1859, are given by the San Francisco Bulletin as follows:

Year.	Price.
1859, July 14	\$2.00
1860, July 3	1.55
1861, July 24	1.62
1862, July 11	1.65
1863, July 25	1.60
1864, July 9	2.95
1865, July 12	2.25
1866, July 23	1.60
1867, July 17	1.70
1868, June 18	2.00
1869, June 15	1.45
1870, June 9	1.80
1871, June 23	2.37
1872, June 10	1.85
1873, June 7 (at Vallejo)	1.80
1874, June 11	1.67
1875, June 2 (at Vallejo)	1.67
1876, June 9 (at Oakland)	1.75
1877, June 2 (at Vallejo)	2.40
1878, June 13	1.70
1879, June 20	1.65
1880, June 24	1.00
1881, June 7	1.40
1882, July 6	1.67
1883, June 19	1.70
1884, June 20 (at Port Costa)	1.75
1885, June 2	1.42
1886, June 5	1.30
1887, June 10 (at Port Costa)	1.75
1888, June 15 (at Port Costa)	1.35
1889, May 24	1.37
1890, May 20	1.30
1891, May 23 (at Port Costa)	2.02
1892, May 23 (at Port Costa)	1.52
1893, June 2 (at Port Costa)	1.35
1894, June 9 (at Port Costa)	1.02
1895, June 1	0.87
1896, May 23	1.11
1897, June 16 (at Port Costa)	1.22½
1898, June 6	1.37½
1899, June 17 (at Port Costa)	1.12½
1900, May 11 (at Port Costa)	0.92½
1901, June 17 (at Port Costa)	0.97½

The Retail Feed and Grain Dealers' Association has been organized at Philadelphia. Samuel McKnight is president and Edward Shauntz secretary.

CROP REPORTS

RYE.—Rye was at 83.6 August 1, or 7.6 points higher than at the corresponding date last year, and 2.2 points below the mean of the August averages for the last ten years.

BUCKWHEAT.—Has largely increased in acreage—6.7 per cent as compared with last year. The average condition is slightly above the mean of the August averages for the last ten years, and this condition, with increased acreage, should insure a large crop.

BARLEY.—Barley was 15.3 points higher on August 1 than at the same time last year, and 2.8 points above the mean of the August averages for the past ten years. The Pacific coast states are raising a large quantity of excellent barley this year. In Iowa, Minnesota, Wisconsin, North Dakota, South Dakota and New York the averages are satisfactory. In Kansas only is the condition bad.

OATS.—The average condition of oats on August 1 was 73.6, which is 10.2 points lower than the mean of the August averages for the past ten years. The proportion of oats in farmers' hands is less than at the same date during the past two years. Early threshing returns show light yields, and the present indication is for a crop not to exceed 650,000,000 bushels, against an official estimate of 809,000,000 bushels last year. Still, the oats acreage has been considerably increased this year in some localities, and the shortage will be most evident in those sections where the drouth was most destructive.

CORN.—The government crop report issued August 10 shows that the average condition of corn August 1 was 54 per cent; that it declined 27.3 points during July, and that on August 1 it was 33.5 points lower than on August 1, 1899, and 33.6 points below the mean of the August averages for the last ten years. The conditions in different states are as follows: Ohio, 73; Indiana, 57; Illinois, 51; Iowa, 57; Missouri, 29; Kansas, 19, and Nebraska, 36. During July there was a decline of 5 points in Ohio, 27 in Indiana, 36 in Illinois, 30 in Iowa, 41 in Missouri, 55 in Kansas and 52 in Nebraska. The Missouri state crop report agrees closely with that of the department at Washington, and gives the corn condition at 21 per cent, on the basis of 65 per cent of the crop being beyond recovery and the other 35 per cent having a condition of 60 per cent. The Ohio state report, filed August 5, also confirms the government report as to corn, giving the condition as 80 per cent. Director J. R. Sage, of the Iowa Weather and Crop Service, refuses to believe that the corn crop damage in that state is so serious as is generally reported. Secretary of Agriculture Wilson, who has just concluded a trip through Iowa and the Northwest, also thinks the drouth damage has been exaggerated, but stands by the government report of August 10. Late rains have helped the corn crop in Iowa, but the general verdict is that corn has been damaged about 40 per cent. The Nebraska Grain Dealers' Association estimates at the lowest a production of 150,000,000 bushels of corn in that state, which will leave 50,000,000 bushels for export, and grain dealers of Nebraska believe that corn is damaged 50 per cent, wheat 60 and oats 75. Kansas corn is most hopeless of all. Even the recent rains could not save it. In Texas and many other parts of the Southwest the corn has no ears worth gathering, but the stalk is good for fodder. Texas corn is almost an entire failure. In Indiana and Illinois the conditions are substantially as stated above, viz., a crop of from 50 to 60 per cent will be harvested. B. W. Snow, the crop statistician, estimates the corn crop at below 1,500,000,000 bushels, which is only a little above that of the drouth year 1894. An estimate of the total yield, on the basis of the government report, is 1,296,977,000 bushels, as compared with a normal crop of about 2,000,000,000 bushels.

The Illinois state crop report, dated August 12, gives the corn area at 8,088,000 acres, the largest since 1878. The condition, however, is said to be the "most disheartening ever known in the history of the state." On August 1 the condition was estimated at only 46 for the state—50 in Central Illinois, 27 in Southern Illinois and 61 in Northern Illinois.

WHEAT.—The government report of August 10 gives the average condition of spring wheat August 1 as 80.3 per cent, a decline of 15.3 points during July, but a gain of 23.9 points over August 1, 1900, and only 3.3 points lower than on August 1, 1899, and 1.2 points below the mean of the August averages for the last ten years. The conditions in the principal states are as follows: Minnesota, 83; North Dakota, 93; South Dakota, 68; Nebraska, 50; Iowa, 85. During July there was a decline of 13 points in Minnesota, 7 in North Dakota, 32 in South Dakota, 39 in Nebraska, and 7 in Iowa. Snow estimates a total crop of 300,000,000 bushels of spring wheat as a minimum, and 450,000,000 bushels of

winter wheat. Frank H. Peavey predicts a wheat yield of 200,000,000 bushels from North and South Dakota and Minnesota. His prediction is confirmed by that of Frank T. Heffelfinger, of the Peavey Elevator Company. Joseph McDonald says it will go to 225,000,000 or 250,000,000 bushels. The predictions of other crop experts in the Northwest tally with the above. While the quality of the crop may be disappointing, there seems to be no question as to its size. Recent threshing operations show that wheat in parts of Minnesota is yielding from 10 to 25 bushels per acre. In South Dakota the yield is from 15 to 30 bushels. Other sections of the country are doing equally well. Oklahoma is expected to yield 25,000,000 bushels of winter wheat; Missouri, 22,000,000 bushels; Nebraska, 40,000,000, and Kansas, 100,000,000. The Pacific states are equally productive. The latest estimate for Washington is 32,000,000 bushels, based on the predictions of State Grain Inspector Wright. According to a government bulletin issued August 1, there are on the average 4,343,800 acres of wheat harvested in the Pacific coast region each year. An average for the past ten years shows that the yield is about fifteen bushels per acre and produces a total annual crop of 65,017,582 bushels. Recent reports indicate that the yield this year will be larger than usual. In Canada also the conditions are all favorable for a record crop. Ontario reports a fair yield; Manitoba will give a record-breaker, estimates ranging from 42,000,000 to 60,000,000 bushels. The estimate of the Department of Agriculture of 50,000,000 bushels is probably about right, or 60,000,000, including the territories. The acreage is largely increased this year and the yields are heavy.

The EXCHANGES

Two Chicago Board of Trade memberships were sold recently at \$2,300 each.

Memberships in the Minneapolis Chamber of Commerce have sold recently at \$2,200.

The Grain and Cotton Exchange of Richmond, Va., now numbers 66 members and is in a flourishing condition.

A proposition before the Chicago Board of Trade to make No. 3 white oats deliverable on contracts has been defeated.

The Chicago Board of Trade has voted to charge private wire houses \$2 a month each where quotations are furnished to correspondents.

H. J. Hougland, a member of the Chicago Board of Trade, and operating the Decatur Commission Company at Decatur, Ill., has been expelled on charge of bucket-shopping his orders.

In a case involving a disputed trade, the Chicago Board of Trade directors recently decided that a trader can make no claims unless he has sent a check slip in the regular course of business covering the trade in dispute.

Claude Meeker, of Meeker Brothers, brokers, Columbus, Ohio, has been expelled from the Chicago Board of Trade on charge of being interested in the Columbus Stock Exchange, a bucket-shop concern. The case was pending for some time and was stubbornly fought by Meeker, but resulted in his expulsion.

A petition to amend the rules of the Chicago Board of Trade so that trades in December and May corn could be put through the clearing-house was disapproved by the directors, and by subsequent petition was brought to vote of the members and was carried by a large majority. By this action all restrictions on deferred futures were removed.

The Board of Trade Council of Toronto wants the Canadian Government to take retaliatory measures against Germany for her discrimination against Canadian grain in favor of the United States. The grain dealers of Toronto complain that while the Canadian tariff on German manufactures is much lower than that imposed by the United States, an extra tax of 10 cents per bushel is levied on Canadian wheat.

The following committeemen have been appointed by the Baltimore Chamber of Commerce, to serve until July, 1904: Wheat—Edwin Hewes, James J. Corner and Charles England. Corn—John W. Snyder, Thomas Leishear and P. W. Pitt. Oats—Charles S. Schermerhorn, E. F. Richards and Frank Frick Jr. Rye—Joseph Tate and L. M. Jackson. Barley—Solomon Straus and J. H. Biemiller. Buckwheat—Edwin Hewes. Hay and Straw—James T. Clendenin and William Hopps.

The Chicago Board of Trade directors have forbidden blind pools and advertising methods by the passage of the following resolution: "Resolved, That it is the sense of the board of directors of the Board of Trade of the city of Chicago that the promotion, advancement or carrying on of pools, syn-

dicates or adventure companies, under the rules of the Board of Trade, by means of advertisement in the public press, or by circulars or pamphlets, is a grave offense involving the good name and dignity of this association."

OPERATING GAS AND GASOLINE ENGINES.

Gas engines as built to-day are simple in construction and operation as compared with the steam engine and its boiler. They are as desirable—if not more so—as any other power-developing apparatus where the power required is not large. Like everything else, these engines should be thoroughly understood by those who would use them most satisfactorily.

Gasoline is applied to the engine in one of two ways—by employing a pump to raise the gasoline from a tank placed outside of the building and beneath the surface of the ground, or with a tank also at some distance from the building and above the level of the engine, the gasoline feeding to the engine by gravity. The pipe used to connect the reservoir to the engine should be of iron of sufficient size so that it will not clog up easily. Gasoline should always be strained before putting it in the reservoir; much of the trouble experienced with gasoline engines results from the neglect of this.

The gas bag for gas engines should be of sufficient size so that when drawn upon there will be but a slight visible effect. It should be placed as near the engine as possible and still be out of reach of the oil, as this rapidly ruins the rubber.

Special high fire-test cylinder oil made purposely for gas and gasoline engines must always be used for lubricating; other oils will soon shut down an engine or cause its ruin.

The exhaust pipe should never be turned into an ordinary brick or terra-cotta flue. It should be carried in the pipe throughout to the open air. If a tube igniter is used, the nickel alloy specially made for gas engines is superior to anything else and will last with constant use about two years. Porcelain is next, and is good for a year or more, while gas pipe will last only from one to four weeks.

In the selection of a gas engine, particular attention should be paid to the class of work it is to be used for. Engines built especially for driving machine shops or factories would not give satisfactory service for an electric light plant, as a heavier flywheel and a more sensitive governor are required. Nor would it be advisable to select a vertical engine to place on the top floor of any building, where it cannot be made substantial, as the continuous pounding of a vertical engine acts like a pile driver and will in time cause the building to settle or loosen at the joists at that particular point.

In gas engines most of the trouble lies in the sparking device or igniter, batteries and generator. These parts should be thoroughly understood. There is one mistake made by most manufacturers of gas engines of to-day. As the gas engine is still in its infancy, instruction should be given personally and a license should be issued the same as for the steam engines. A week or two weeks would be sufficient instruction. The effect would be fewer balky and troublesome engines, a superior reputation and a big increase in demand. Still there are thousands of them being run successfully, and with but little trouble, if any, after the first few weeks.

A gas engine should be set in the best available space, free from the annoyance of slight vibration or sound, with particular reference also to freedom from dampness and dust. It is preferable to locate an engine in a separate and well-lighted room, with space around, so that easy access can be had to all the parts.

If the engine is to be placed on the ground, the foundation pit must be dug of the solid earth, and if on the floor of a building, it is preferable to place it in the corner, and to have it well braced to avoid the springing of the joists or settling of the building at that point. There should be under every engine an oil curb to prevent the overflow of lubricating oil from damaging the cement or foundation.

In starting gas engines, the flywheels have to be turned over by hand until the explosion occurs, and if everything is all right this will be on the first revolution. Sometimes many turns are required, and on large engines self-starters are usually furnished.

Before starting a gas engine, a regular order of procedure should be followed out. First, fill and adjust oil and grease cups carefully and oil all moving parts. See that the igniter is in working order. If electric, test the spark by removing one wire from the binding post, holding the two electrodes together and snapping the end of the free wire across any portion of the engine. The wire should then give off a good spark; but if you separate the two electrodes there should be no spark anywhere. If there is, you have a leak, which must be attended to at once. If a tube igniter is used, bring the tube to a cherry red,

usually the proper temperature. Turn on the gasoline or open the gas valve to the proper point, relieve the compression by the relief valve, turn the fly-wheel over by hand; or, if a large engine, put in operation the self-starter. If all goes well, it will start and run after the first revolution. After the engine is running at its full speed, turn back the relief valve, so that the engine will have full power, and see that the overflow water is at or nearly at the boiling point. The engine should never be started with a full load.

Some days the engine will require more gas or gasoline, while other days it may not require as much. This is due to the changes in the density and humidity of the atmosphere. Experience will teach at what point to turn on the gas or gasoline, and at what point it will run the best. When an engine is once started and things are set properly, the engine requires no further attention.

In stopping, turn off the gas or gasoline, water and oil. If it is desired to save time in stopping, brake the flywheel; disconnect one wire if there is no switch. In cold weather the water should be drained from the cylinder.—Harry J. Perkins, in American Machinist.

COMMISSION

A Kansas City commission firm recently shipped 50,000 bushels of No. 2 corn to Mexico City, Mex.

Spear & Co. succeed Truesdell & Spear in the commission grain business at Minneapolis, Minn.

W. P. Devereaux succeeds W. P. Devereaux & Co. in the commission grain business at Minneapolis, Minn.

Ware & Leland of Chicago have opened an office at Kansas City, Mo., with private wire to Chicago. J. B. Bracken is local manager.

The grain business of Raymond & Pyncheon at Chicago has been turned over to J. H. Wrenn & Co. Mr. Raymond goes to New York to manage the eastern house.

The grain firm of L. Bartlett & Son at Milwaukee has incorporated. The managing stockholders are O. Z. Bartlett and B. G. Ellsworth. L. Bartlett is visiting Europe.

Bolton du Ruyter & Co. of San Francisco have bought the grain commission business of R. W. McKinnon at Portland, Ore. Mr. McKinnon is now with F. G. Logan & Co. at Chicago.

The Rubens Grain Company has been incorporated at Minneapolis, Minn., with capital stock of \$50,000, by Charles F. Deaver, Eugene M. Stevens and Harry G. Dickey, all of Minneapolis.

C. F. Rockwell & Co. have incorporated under the laws of New York to buy and sell wheat, corn, oats, etc., and articles made therefrom. Their principal place of business is at Buffalo, N. Y.; capital stock, \$5,000.

George E. Thayer, of the recently suspended Traders' Grain Company, Kansas City, Mo., will re-enter business as the Thayer Commission Company in the Exchange Building, Kansas City, with St. Louis connections.

B. F. Walter, who has been traveling representative for the Illinois Grain Dealers' Association for the past two years, has taken a position as representative in Illinois with L. H. Manson & Co., 74 Board of Trade, Chicago.

Alex. McKinnon, who lately retired from the Minneapolis board of grain appeals, has gone into the grain business in that city with Charles W. Smith of St. Paul. The firm name is McKinnon, Smith & Co. A branch office will be opened at Duluth.

Runkel, Dadmun & Sullivan succeed Robert Elliot & Co. in the grain commission business at Milwaukee, Wis. All the partners served long terms of apprenticeship with Elliot & Co.—E. H. Dadmun thirty, J. F. Sullivan twenty-seven and L. S. Runkel over twenty years. They are still young men.

Whallon, Case & Co. have opened an office in Minneapolis in the brokerage and grain commission business. The members of the firm are: George C. Bagley, of the George C. Bagley Elevator Company; J. F. Whallon, George P. Case and Charles M. Case, secretary of the Empire Elevator Company.

L. T. Sowle & Sons, who have been for many years identified with the cash grain and elevator business of the Northwest, have fitted up offices in the Andrus Building at Minneapolis for trading in stocks and grain, with direct private wires to the New York Stock Exchange and the Chicago Board of Trade.

W. M. Bell and Alexander Schmidt, who were president and secretary respectively of the Bell Commission Company of Milwaukee, which recently filed articles of dissolution, will each establish a grain commission house. Mr. Bell will be located at the old offices of the Bell Commission Company in

the Chamber of Commerce Building, Milwaukee. The firm will be known as W. M. Bell & Co. and will do a cash grain business. Mr. Schmidt will conduct an option business at another location.

The Seaverns Elevator Company has been incorporated at Chicago, with a capital stock of \$500,000, to do a grain and commission business. The incorporators are William D. Rawlins, Frederick J. Grumme and Park Phipps. The Alton Grain Company has been incorporated by the same parties with capital stock of \$250,000.

The Hoit Grain Company has been organized at Minneapolis with capital stock of \$50,000, of which \$10,000 is paid in. The officers are J. W. Hoit, president, and F. B. Hoit, secretary. J. W. Hoit has been connected with the grain trade since 1890, first with the Northern Grain Company, which he organized, and later with the Sawyer Grain Company.

F. M. Bragg has left R. E. Pratt & Co., Chicago, and will travel in Illinois, representing John F. Howard, manager of the receiving department of Merrill & Lyon, Chicago. Mr. Bragg is well known as a former traveling representative of the Illinois Grain Dealers' Association, and established an excellent record when with that body, which he has since maintained.

W. F. Johnson & Co., of the Chicago Board of Trade, have added to their force on change by securing the services of Arnold G. Wegener, who was until recently with Montague & Co., as floor salesman. Mr. Wegener is a brother of Geo. A. Wegener, the junior partner in the firm of W. F. Johnson & Co. He will occupy the same position in his new location as with the old firm.

H. H. Randolph, member of the Chicago Board of Trade and correspondent of Bartlett, Frazier & Co. at Lincoln and Mt. Pulaski, Ill., has opened an office in the quarters of C. A. Burks & Co. in room 6, Library Block, Decatur, Ill. S. T. French has accepted a position as solicitor for the firm, and Mr. Randolph will spend the majority of his time in Decatur and the remainder at Lincoln.

The Wright Grain Company has been organized at St. Louis, Mo., with J. L. Wright, president, and J. W. Millspaugh, secretary and treasurer. Mr. Wright has been in the grain business for several years, formerly with the Redmond-Cleary Commission Company, and lately with the Brinson-Judd Grain Company. The offices of the new company are at 418 Chamber of Commerce, St. Louis.

OBITUARY

John Paton, a grain dealer in Fullerton, Neb., is dead.

Charles Maerten, a prominent grain merchant of Newport, Ky., was found dead in his room July 31. His death was due to apoplexy. He was 48 years old.

Michael Callahan, a grain dealer of Holyoke, Mass., died at his home in that city August 4, aged 53 years. He had been in the grain business in Holyoke for twelve years.

George H. Fraser, son of W. A. Fraser, of the Chicago Board of Trade firm of W. A. Fraser & Co., died July 15 at the family home in Chicago of tuberculosis. He was 30 years old.

D. J. Watkins, who for many years was engaged in the grain business at Gilman, Ill., died August 6, aged 79 years. He was a prominent citizen of Gilman, and served several terms as mayor. His wife and one daughter survive him.

Anthony Kean died at Cumberland, Md., August 4, aged 91 years. He was formerly engaged in the grain business at Cumberland and in the early days when the Northwest was a wilderness he shipped grain from that section to the East.

Hugh Knox died July 15 at his home in Allegheny, Pa., aged 72 years. For several years Mr. Knox was a member of the firm of Knox & McKee, wholesale grain dealers, at Allegheny, and later was in the coal business. His wife and several children survive him.

Swan Peterson, local agent at Litchfield, Minn., for the Northwestern Elevator Company, committed suicide by taking strychnine July 24. About 8:30 o'clock in the morning he came running out of the elevator and told a friend he had taken poison. He died before a doctor could reach him. He was 60 years old and had recently lost his farm and city home through financial difficulties.

Henry King Elkins died at his home in Chicago July 20. He was in his 83d year. In 1845 he was in the grain and lumber business in Southport, now Kenosha, Wis. In 1855 he removed to Chicago and engaged in the grain and lumber business there and accumulated a large fortune. He had lived

retired for several years previous to his death, and busied himself with cabinet work in a well-equipped shop in his barn.

Thomas Stevens died at his home in Newport, R. I., July 21. He was at one time a prominent grain dealer in that city. He leaves a widow and four children.

E. A. Weigen died at Skagway, Alaska, of consumption. He was 57 years old, and leaves a widow and four children at Sun Prairie, Wis., where he was in the grain business until in 1886, when he sold his elevator interests to R. W. Davis. In 1897 he went to Alaska.

John H. Allers of Ill. died July 8 at his home in Baltimore, Md., aged 45 years. He died in the same house in which he was born. For the last twenty years he had been in the feed and grain business in South Baltimore, and was a well-known member of the Baltimore Chamber of Commerce. His wife and four children survive him.

Joseph Luby died at Alton, Ill., July 21, aged 45 years. A few years ago he engaged in the grain and produce business with Peter Ryland at the Farmers' Elevator, and recently they incorporated as the Electric Roller Milling Company. He leaves a widow, five sons and one daughter.

W. G. Parr of Chicago died in that city on August 12. Mr. Parr was a pioneer grain dealer, and was for several years a grain merchant at Normal and at Champaign. He came to Chicago in 1888, and for several years after that time was in the same business. Of late he had been connected with a fire insurance firm.

Stephen Hathaway died at Ottawa, Ill., in July last, in his 65th year. He was a native of Massachusetts and came West in 1855. He served through the Civil War and at its close settled in Ottawa, where he was at one time engaged in the grain business. About two years ago he retired. A son and two daughters survive him.

David Block, a prominent St. Louis grain dealer, died July 23. Deceased was a native of Austria and came to this country in 1845. He was for many years in the grain business at St. Louis as a member of the firm of Block, Dean & Co., afterward as D. Block & Co. For the past two years he had lived retired, owing to ill health.

Daniel B. Birch died at the home of his brother-in-law at Reading, Pa., July 29, at an advanced age. He was born in Reading and 20 years ago went to Philadelphia, where he engaged in the grain business, in which he continued until five weeks before his death. He was a veteran of the Civil War. A brother and two sisters survive him.

George F. Worts died at his home in Toledo, Ohio, July 7. He was formerly connected with W. H. Moorehouse in the grain business, under the firm name of Moorehouse & Co. He was a member of the Toledo Board of Aldermen, and last spring was Republican candidate for nomination for mayor. His wife and daughter survive him.

Orson M. Oviatt died at Cleveland, O., August 1, aged 75 years. He was a son of General O. M. Oviatt and was well known throughout Northern Ohio. For forty-five years he was engaged in the cattle and grain business at Cleveland and Richfield, O., and was known as a successful business man and a public-spirited citizen. His wife died about a year ago.

Israel M. Parr, senior member of the grain firm of I. M. Parr & Son of Baltimore, Md., died August 1 at his summer home near Baltimore. He had been in poor health for some time, but succumbed at last to heat prostration. He was born in Baltimore, and was 79 years old at the time of his death. The grain firm of which he became head was established in 1790 by William McDonald. In 1810 the firm of William McDonald & Son was formed. In 1832 George W. Richardson was admitted, and the firm became William McDonald & Co. Thirteen years later, when the senior member of the firm died, and Samuel McDonald, the son, retired, the surviving member of the firm, Mr. Richardson, was assisted in the conduct of the business by the two head clerks, Israel M. Parr and James McConkey, both of whom had become associated with the house seven years earlier. When Mr. Richardson died, in 1846, the two young men formed the firm of McConkey & Parr, and continued as partners for nearly 20 years, when, in 1865, Mr. McConkey retired, and Mr. Parr became sole owner of the business. In 1876 Mr. Parr organized the Baltimore Elevator Company, and in that year leased the grain elevator of the Pennsylvania Railroad Company at Canton, which he controlled up to the time of his death. Mr. Parr was one of the founders of the Corn and Flour Exchange, now the Baltimore Chamber of Commerce. Henry A. Parr, his son, became a member of the firm in 1871. Deceased leaves a widow, three sons and three daughters.

New oats at Chicago are grading much better than they did a year ago.

TRANSPORTATION

The Canadian Northern Railway will have fifteen new locomotives and 500 new box cars for use in the fall grain trade.

The forthcoming report of the Isthmian Canal Commission is said to be evenly balanced between favoring the Nicaragua and the Panama route.

Grain shipments from Cleveland to Buffalo have begun. Cleveland elevators are said to be well filled. The rate to Buffalo by recent charter is 1½ cents.

Grain rates from Buffalo east have been advanced and are as follows: Wheat, 3¾ cents per bushel; corn, 3½ cents; oats, 2¾ cents, and barley 3¼ cents.

The Central Vermont and the Grand Trunk railroads propose to establish a new grain route to Europe by putting on a line of steamers from New London, Conn.

Recent grain charters on the great lakes from Milwaukee to Buffalo have been on the basis of 1¼ cents for corn. From Chicago to Buffalo the rate is 1½ cents per bushel on wheat.

On August 1 eighteen steamships were under charter to load grain at Baltimore, Md., during the next five weeks. Their cargoes would approximate a total of 2,000,000 bushels of wheat and corn.

The Duluth Steamship Company has been organized at Duluth, Minn., by G. A. Tomlinson and others, to build a line of grain boats. One steamer will be contracted for at once, to be ready by spring.

The Canadian Northern Railway will have its line between Winnipeg and Port Arthur completed by October 1, and will be ready then to haul out the Manitoba wheat crop with the Northern Pacific lines as feeders.

From the opening of navigation this season up to July 1 a total registered tonnage of 1,034,322 has passed through the Canadian canal at Sault Ste. Marie, represented by 1,089 steamers, 146 tow barges and 132 rafts and scows.

Owing to car shortage, of which great complaint is made in Kansas, the Santa Fe Railroad has given notice that all grain held on tracks awaiting sale for more than 72 hours after arrival will be placed in public elevators at owner's expense.

The new steamship line from Philadelphia direct to Manchester, Eng., has been inaugurated by the first sailing of the steamship Planet Neptune from Philadelphia, August 1, with 7,000 tons of grain and 300 cattle. Two steamers of this line will make regular trips to and from Manchester.

The Great Northern Railway of Canada had loaded six vessels with grain for European ports at Quebec up to the last of June. The grain was taken over the Canada Atlantic from Depot Harbor to Hawkesbury, and it is expected that about 5,000,000 bushels will be carried by that route this season.

Flour rates have again been cut from St. Paul to Chicago. Attempts are being made to come to an agreement, but it is said that contracts have been made at the cut rates now in effect, which extend clear up to the close of navigation, so that until that time no agreement that will hold can be effected.

The Chicago Great Western Railway will extend its lines into Sioux City and Omaha this summer. The lines will be identical to Somers, Ia. The Sioux City branch will pass through Webster, Calhoun, Sac, Ida and Woodbury counties, Iowa, reaching the towns of Somers, Rockwell City, Sac City and Holly Springs. The Omaha branch, deflecting at Somers, will pass through Calhoun, Carroll, Shelby and Pottawattamie counties, and through the towns of Manning, Lohrville, Carroll and Somers.

A new wheat tariff became effective on the Northern Pacific, Soo and Great Northern railroads on August 5, reducing rates on wheat from points in western and northern Minnesota to Minneapolis. It provides for a reduction of 1 cent from Alexandria; ½ cent between Cyrus and Sauk Center on the Northern Pacific; the same between Nelson and Melrose, inclusive, and Hancock, on the Great Northern, and the same from Kensington, Farwell, Lowry, Sedan and Glenwood on the Soo line.

The Sacramento Valley Development Association, consisting of wheat growers and bankers in the Sacramento Valley, California, met July 20 at San Francisco to discuss the wheat situation. The sentiment of the meeting was that the present tariff of \$2.40 per ton on wheat from Sacramento Valley points to San Francisco, as imposed by the Southern Pacific Railroad, is ruinous, and that unless a substantial reduction can be secured, wheat farming in that locality will be abandoned. A subsequent conference was held with William Springle, freight traffic manager of the Southern Pacific Railroad, and the matter was thoroughly discussed.

The wheat growers demanded a 25 per cent horizontal reduction in wheat rates. No decision was arrived at.

The annual report of the Missouri River Commission has been presented to the War Department, and it attributes the fact that there is so little commerce on the river "entirely to the condition of the river, which is such that it is hazardous to run boats and impossible to obtain insurance at reasonable rates." The Commission estimates that the river could be put in navigable condition from its mouth to Jefferson City for from \$3,000,000 to \$3,500,000, and recommends \$1,000,000 for this work during the next fiscal year.

The International & Great Northern Railway has extended milling-in-transit privileges heretofore in effect on interstate shipments of grain to or from Texas points. The extension is made without time limit. The Gulf, Colorado & Santa Fe has given notice that these privileges will be continued until July 20. The St. Louis Southwestern has given notice that it will continue in effect indefinitely the milling-in-transit privileges on grain shipped from Texas and milled at Texas points, but having destination beyond the state border.

Items from Abroad

The barley acreage of England is the same as a year ago.

The land under cultivation to wheat in France this year increased 154,609 acres.

The government of Venezuela has suspended the duties on corn and beans for this month, August, 1901.

The exportation of cereals from the vilayet of Bassorah, Turkey, has been prohibited except to complete contracts made prior to July 1.

A traveling elevator for unloading grain vessels has been contracted for by the Bristol Docks Committee, to be used at the Avonmouth Dock.

In a lawsuit brought by the ship owners, it was shown that the expense of "busheling"—that is, sacking—grain, at Cardiff, Wales, according to prior custom of the port, falls upon the receivers of the grain and not on the ship.

The latest from India is that the wheat harvest has proved a disappointment, being not over two-thirds of a crop in the Punjab and Northwest Provinces. The total yield is estimated at about 199,000,000 bushels, or 8½ per cent above the decennial average.

The Austrian Council of Agriculture has unanimously declared in favor of prohibiting all transactions in grain for future delivery, and has petitioned the government to that effect. It appears that a report to the council states that suits cannot be brought to recover loss sustained in transactions for future delivery.

The cable reports a serious decline in the condition of Russian and Siberian crops during July, owing to the intense heat. All northern and central Russia has suffered, and the south also, though to a less degree. In Siberia the decline is even more serious than in European Russia, and importations by Siberia may be found necessary to prevent famine.

The average area devoted to wheat in Ireland has declined in 40 years from 460,000 acres to 50,000, and outside of the counties of Down, Cork, Dublin, Galway and Wexford wheat culture is practically non-existent. Barley culture also has declined largely, leaving oats as about the only cereal still cultivated in the "distressful country." Potatoes are grown on no less than 650,000 acres.

Wheat cutting began in South Oxon district of England on July 17. This is, with four exceptions (1794, 1822, 1826 and 1868), the earliest date on record. In 1794 the average yield was only 14 bushels; in 1826, 24 bushels, and in 1868, 38 bushels per acre. The yield was estimated for this year at an average of 32 bushels. The earliest recorded date for the finish of the harvest was August 15, 1884.

Mexico is suffering for want of corn, and the government is said to have threatened a removal of the tariff duties unless the local price declines materially. Mexico is the third largest corn producer of the world, ranking after Austria-Hungary. The yield is above 100,000,000 bushels, most of which is grown in the coast states, Jalisco, on the Pacific, Vera Cruz, on the Gulf, and Guanajuato, in the interior, being the largest producing states. Corn is the chief article of food among the Mexican people.

The proposed new agricultural schedules of the German tariff have caused immense interest both at home and abroad. The minimum figures on cereals are the lowest admissible in commercial treaties, while the maximum charges are 65 marks (\$15.78) per ton, or 43.39 cents per bushel, on

wheat, and 60 marks (\$14.28) per ton, or 38.9 cents per bushel, on rye and oats. The minimum charge on wheat is 55 marks (\$13.09) per ton, or 35.7 cents per bushel, and on rye and oats 50 marks (\$11.90), or 32.4 cents per bushel. The present duties on rye and wheat are 35 marks (\$8.33) per ton, or 25.4 cents, and on oats 28 marks (\$6.66), or 18.1 cents per bushel. The increases on meats are equally outrageous. The bill has not yet become law, of course, and is meeting with a vigorous opposition from the industrial classes of the empire.

Late Patents

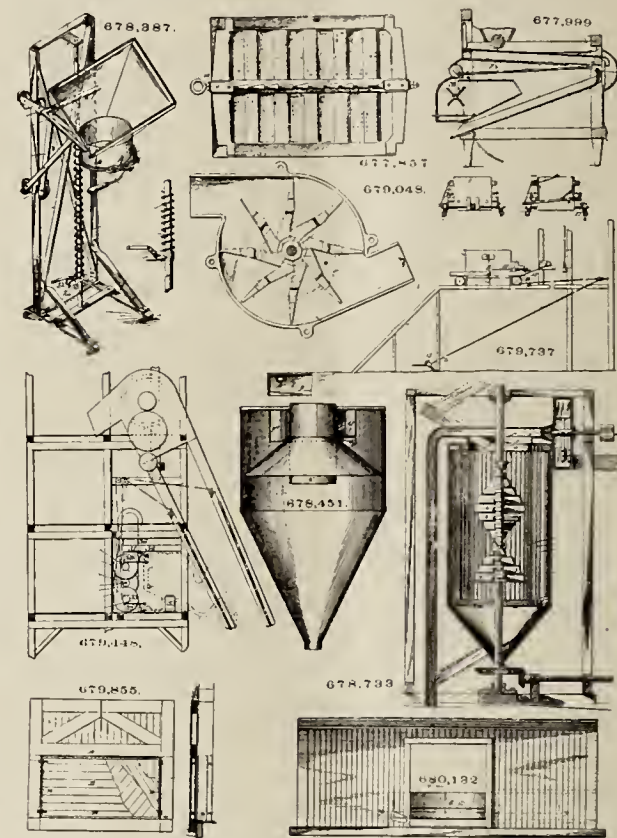
Issued on July 9, 1901.

Flax Cleaner.—Thos. F. Lowery, Bowdon, N. D. Filed October 19, 1900. No. 677,999. See cut.

Grain Sieve.—Henry K. Clement, La Porte, Ind. Filed September 1, 1900. No. 677,857. See cut.

Issued on July 16, 1901.

Dust Collector.—Wm. E. Allington, East Saginaw, Mich., assignor to the Allington & Curtis Mfg. Co., same place. Filed January 18, 1897. No. 678,451. See cut.



Machine for Cleaning Wheat.—Wm. T. Havard, Heunessey, Okla. Filed November 20, 1900. No. 678,733. See cut.

Grain Sack Holder.—Frederick W. Flakker, Wheaton, Minn., assignor of one-half to John B. Prandergast, same place. Filed March 9, 1901. No. 678,387. See cut.

Issued on July 23, 1901.

Car Loader.—Chas. D. Cole, Sullivan, Ill. Filed March 30, 1901. No. 679,048. See cut.

Process of Treating Spent Grain.—Jas. A. Tilden, Hyde Park, Mass., assignor to Hersey Mfg. Co., South Boston, Mass. Filed January 22, 1898. No. 679,065.

Issued on July 30, 1901.

Device for Operating Grain Shovels.—James G. Westbrook, Ogdensburg, N. Y. Filed October 27, 1900. No. 679,448. See cut.

Issued on August 6, 1901.

Combined Car and Grain Door.—Jos. B. Mockridge, New York, N. Y., assignor of one-half to Charles L. Duenkel, Jersey City, N. J. Filed June 1, 1901. No. 679,855. See cut.

Grain Car Door.—Wm. H. Daniels, Duluth, Minn. Filed February 20, 1901. No. 680,132. See cut.

Machine for Handling Grain.—Wm. Galbreath, Yates Township, Ill. Filed March 16, 1901. No. 679,737. See cut.

The first car of new spring wheat arrived at Minneapolis on July 27. It graded No. 3 Northern and sold for 68 cents.

Twenty-one delegates, representing fourteen farmers' elevators, met at Winnipeg, on July 31, and organized the Manitoba and Northwest Farmers' Elevator Companies' Association.

The Dominion Government has appointed Edward F. Craig chief grain inspector of Canada; Hospice Labell, inspector at Montreal, and Alex. Boyer and Edward Boyer, deputy inspectors, and A. Filion, sampler.

HAY

The Ohio hay crop is said to be the largest for some years.

Montana reports tame hay light, but wild hay better than usual.

Calvin King succeeds Henning & King in the hay business at Butler, Ind.

Hay is selling at \$20 a ton at Boonville, Mo., and Nebraska hay is being shipped in.

Iowa farmers are baling an unusually large amount of hay, owing to its high price.

Hisey & Holden, hay buyers of Yale, Mich., have bought the hay sheds of Eber Harnden at Yale.

Albers & Schneider have bought the hay business of Shipley & Haines, at Forest Grove, Ore.

The straw crop of Ohio and Indiana will be abundant this year and prices will be lower than last season.

Reports from the vicinity of Clinton, Ia., indicate a scarcity of hay and oats and prices of \$15 a ton for tame hay and \$8 to \$9 a ton for wild hay.

Three steamers left St. John, N. B., recently with cargoes of hay for South Africa, aggregating over 100,000 bales. The foreign demand continues good.

H. Boettger & Sons' hay warehouse at Two Rivers, Wis., was burned July 9 at midnight. Loss, \$4,000; insurance, \$3,500. The cause of the fire is not known.

South Dakota farmers are harvesting a large crop of fine hay, which they expect to sell at high prices in adjoining states where the drouth has cut the hay crop short.

The Moscow Commission Company has purchased the old Urquhart warehouse, at Moscow, Idaho, 50 by 80 feet, and will use it as a warehouse for the storage of hay.

Galbraith, Bacon & Co. of Seattle, Wash., recently installed a new double compressor for hay, making the third machine of this class that they have put in during the last two years.

More than 1,000 tons of hay have been cut this year from the Cannon sheep ranch near Adel, Mont. This ranch has over 12,000 acres under fence, and a large acreage in hay lands.

Choice wheat hay is selling in San Francisco at \$10 a ton. Alfalfa is scarce and as high as wheat hay. The alfalfa crop is less than for several years past, and is in demand by dairymen.

Ed Bosserman of Bates County, Missouri, has harvested 400 tons of bottom hay, and expects to bale 600 tons more, which he expects to net him \$10 a ton. Ten years ago such hay sold at \$1.50 a ton.

The Gilmore-Smith Company has been organized at Portland, Me., for the purpose of dealing in hay, straw, grain and like commodities; capital stock, \$20,000. The officers are: Wm. S. Crosby, president; J. H. Gilmore, treasurer.

Wheat straw is selling on Kansas farms at \$5 to \$8 a ton for stock feeding purposes. The ordinary price for this straw is \$1 a ton and not readily salable at that, but this year it is the principal dependence of stockmen for wintering their cattle and is eagerly sought after.

Owners of horses are predicting that the present high price of hay cannot hold, owing to the large crop which will soon be in the market. The time just previous to the harvesting of a new crop of hay is likely to be a period of high prices, as old hay is growing scarcer, while new hay cannot be fed freely to work animals in hot weather.

The Central Michigan Hay Dealers' Association was organized at Owosso, Mich., July 16. About 45 hay dealers from the central part of the state were present. The following officers were elected: Albert Todd of Owosso, president; I. H. Hawkins of Elsie, secretary, and G. W. Bristol of Flint, treasurer. A meeting was called for August 15 at Owosso to organize a state association.

An association has been formed at Topeka, Kan., to purchase hay in other states and ship it to that city. The Association is composed of men who work in the Santa Fe shops at Topeka, and who own horses. Hay is selling there at \$12 to \$15 a ton and the members of the Association expect to ship it in at \$7. The intense heat has destroyed the forage crop in that portion of the state.

Alfalfa hay is a very profitable crop without regard to locality. It is grown in abundance in Minnesota, Montana and Idaho, as well as in Kansas and Missouri. Farmers in Southern Minnesota will get at least three good crops of this hay this year. In Kansas and Missouri alfalfa is the only hay that has not been affected by the drouth. In sections of Montana and Idaho, where timothy and

other hay is light, alfalfa is doing nicely, though not irrigated at all.

The Orange Judd Farmer's correspondents report the acreage of hay this year at about the same as last year, the total area being estimated at 42,050,000 acres. The condition of the crop is only slightly below the normal. Taken as a whole, the hay crop west of the Alleghenies is of only moderate proportions, but serious failure is indicated only in the Central Mississippi and Lower Missouri valleys.

The Government is paying higher prices this year for hay for use in the army than last year. The quartermaster-general of the Department of the Missouri has awarded contracts at 33½ cents per hundredweight for hay, which last year was bought at 36½ cents. The Government is paying \$21 a ton for hay at Seattle, Wash., for use in the Philippines, when good grain hay can be bought from San Francisco merchants at \$13 per ton.

The Kansas experiment station has made some investigations of the clover hay worm, which attacks clover and alfalfa hay in the mow and stack. It cuts the leaves into small pieces and webs them together by small silken threads. Hay so infested looks moldy and matted and is distasteful to stock. The insect is always more abundant where old hay remains over summer, and in stack bottoms rebuilt in the same place year after year the mow should be thoroughly cleaned out before putting in a new crop.

Rigid inspection of all Canadian hay offered for export does not seem to have put a stop to the practice of baling weeds and thistles. "A number of complaints have reached us of late," says the Montreal Trade Bulletin, "respecting the fraudulent baling of hay in the country, carloads of the product having been received here, which to all appearances consisted of good qualities; but when the bales were unbound it was discovered that they had simply a veneering of good hay on the outside, while the great bulk inside consisted of the veriest trash of wild grasses, weeds and other foreign substances that were wholly unfit for horse food."

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows.

During the week ending July 20, sales of Choice Timothy ranged at \$14.00@15.00; No. 1, \$13.00@15.00; No. 2, \$13.00@13.50; Clover Mixed, \$12.00; Choice Prairie, \$14.00@16.50; No. 1, \$12.00@15.00; No. 2, \$9.50@14.50. Straw was dull and prices lower. Rye straw sold at \$6.50@8.50, and Oat Straw at \$5.00. The receipts for the week were 2,205 tons, against 3,164 tons for the previous week. Shipments for the week were 68 tons, against 102 tons for the previous week. Only a light business was transacted during the week, the offerings being small and the demand moderate. Prices advanced slightly.

During the week ending July 27, sales of Choice Timothy ranged at \$13.50@15.50, outside for old; No. 1, \$13.00@15.50; Not Graded, \$12.50@15.25; Choice Prairie, \$13.00@15.50; No. 1, \$8.50@14.00; No. 2, \$10.00@11.00. Rye Straw sold at \$6.00@7.00. The receipts for the week were 2,994 tons, against 2,205 tons for the previous week. Shipments for the week were 44 tons, against 68 tons for the previous week. The demand was good, especially for new Timothy and Prairie Hay, while old Timothy Hay was quiet. The arrivals were only moderate and the feeling firm.

During the week ending August 3, sales of Choice Timothy ranged at \$13.50@15.00 for new and \$15.00@15.50 for old; No. 1, \$13.00@14.00 for new and \$14.00@15.00 for old; No. 2, \$12.00@13.50 for new and \$14.00 for old; Not Graded, \$10.00@14.50; Choice Prairie, \$13.50@15.00 for Nebraska, \$14.00@14.50 Iowa and \$15.00@15.50 Kansas; No. 1, \$12.50@14.50—outside for Kansas; No. 2, \$10.00@12.00; No. 3, \$8.50@9.00; No Grade, \$10.00. Rye Straw sold at \$6.00@6.50, and Wheat Straw at \$5.25@5.50. The receipts for the week were 3,350 tons, against 2,994 tons for the previous week. Shipments for the week were 131 tons, against 44 tons for the previous week. The demand for choice grades of Timothy Hay was good and the offerings were small. Prices ruled firm. New Prairie Hay was in good demand and offerings were fair. A firm feeling prevailed, with no material change.

During the week ending August 10, sales of Choice Timothy ranged at \$14.25@16.00—inside prices for new and outside prices for old; No. 1, \$13.00@15.50; No. 2, \$12.00@13.75; No. 3 at \$11.75. Not Graded, \$11.00@13.50; No. 2 Clover Hay, \$10.00; Choice Prairie, \$14.00@15.00; No. 1, \$11.00@14.50; No. 2, \$9.50@11.00; No. 4, \$9.00; Not Graded, \$9.00. Rye Straw sold at \$6.00@7.50, and Wheat Straw at \$5.25@5.50. The receipts for the week were 2,827 tons, against 3,350 tons for the previous week. Shipments for the week were 80 tons, against 131 tons for the previous week. The market for both new and old Timothy Hay ruled very firm throughout the week. The offerings were quite small, and the local demand was good. All consignments met with a ready sale, with no material change in prices. Prairie Hay was firm during the early part of the week. The arrivals were only moderate, and

a good demand existed. Later the receipts became larger and the demand was less urgent and prices declined slightly.

SEEDS

E. J. Carroll has bought the seed and grain business of J. D. Hale at Decatur, Ind.

Farmers of Mt. Sterling, Ky., have sold 20,000 bushels of bluegrass seed at 50 cents a bushel.

D. C. Baxter has purchased the Keck seed business at Bryan, O., and will continue it at the old stand.

Farmers in some parts of Connecticut, who raise seeds, have complained of late that the damp weather was ruinous to the crop.

Latest reports from 327 correspondents indicate that the clover seed crop in Ohio, Indiana, Illinois, Michigan, Iowa and Missouri will be short.

The Buckbee Seed Company is building a new seed house at Rockford, Ill. It will be 64 by 152 feet, four stories, with engine and boiler house 20 by 30 feet.

Alsike clover seed is bid \$7.50 for August prime. Up to the middle of July none of this crop had put in an appearance and the condition of crop and seed was unknown.

The first sample of the 1901 clover crop reached Toledo July 11. It was cut near Springfield, Ill., and grades No. 2. The crop in the vicinity of Toledo is about three weeks late.

Vaughan's Seed Store has been incorporated at Chicago, with capital stock of \$140,000, for growing and dealing in seeds, etc. The incorporators are: J. C. Vaughan, Carl Cropp and H. W. Magee.

Seedsmen at Sedalia, Mo., have sold to farmers all the Kaffir corn and cow peas they can find in the market, for late planting for stock feed. Many farmers unable to get seed have shipped out their stock.

C. N. Page, manager of the Iowa Seed Company, Des Moines, Ia., has returned from an eight weeks' tour of Europe, where he represented his company at the agricultural show at Cardiff and at other points.

The acreage under field beans this season is large. Much of the abandoned winter wheat fields, due to Hessian fly, were put into beans. Stocks of old beans are practically exhausted and present prices are very high.

F. B. Mills, seedsman of Rose Hill, Onondaga County, New York, has incorporated his business with a capital stock of \$200,000. The directors are Frank B. Mills, J. S. Zimmerman and S. H. Hotchkiss, all of Rose Hill.

W. J. Busch and George V. Kumler have formed a partnership in the seed and commission business at Lawrence, Kan., under the firm name of Kumler & Busch. Mr. Busch was for years secretary of the Pierson Milling Company.

Miss M. T. Frotscher, president of the J. Steckler Seed Company of New Orleans, La., is now en route to Europe to spend three months. She will visit Germany, France, Italy and Switzerland and will make special investigations in foreign seed crops.

The storage capacity of the new seed warehouse to be erected by J. R. Ratekin & Son, proprietors of the Nishna Valley Seed House, at Sheuandoah, Iowa, will be about 14,000 bushels, in addition to commodious office room and work rooms for putting up seeds of various kinds. The new house will be erected on the site of their plant that burned last February. This firm makes the growing and selling of seed corn its main business, and during last season sold and sent out over 40,000 bushels of seed corn.

Correspondents of C. A. King & Co., Toledo, writing from Ohio points, and a few from Indiana and Michigan, report the clover seed crop variously from short to big crop. The average from thirty points is about fair to good. King & Co. say that there is generally a fair surplus of clover seed in this country for export. The demand from abroad generally develops early in the season. The domestic demand generally waits until toward spring unless prices are tempting earlier. Most large dealers like to see prices low when receipts are the greatest, which is generally in October and September. Europe has not taken any October seed yet, and their crop prospect will influence the early demand from there.

The Montreal Warehouse Company, with a warehouse on Windmill Point, has loaded 800,000 bushels of grain into ocean steamers this season at a charge of ¼ cent per bushel.

FLAXSEED

It is reported that E. C. Warner has bought a linseed oil mill in Chicago.

The receipts of flax at Chicago for the twelve months ending July 31, 1901, were 5,663,000 bushels.

Two cars of new flax arrived at Chicago from the Southwest July 18. They were graded rejected, owing to immaturity.

Charles S. Wright, who has been with Spencer Kellogg at Buffalo, N. Y., is now representative of the American Linseed Company at Minneapolis, under its new management.

The Metzger Linseed Oil Company is building a new office and elevator at Toledo, Ohio. The foundation of the elevator is completed and the building is progressing rapidly.

Idaho flax farmers are expecting a good market for their flaxseed this year. Present figures for Chicago delivery in September and October would net \$1.15 to \$1.20 a bushel in Idaho.

New rejected flaxseed sold in the Chicago market at \$1.75 at the opening of the season (July 19), and at the same time No. 1 seed was offered to arrive at \$1.80, while old seed was selling at \$1.82 bid for No. 1. September futures were selling at \$1.55 and October at \$1.48.

An increase in flax acreage in this country this year is generally prophesied. The Orange Judd Farmer has reduced its prophecy to figures, and predicts 2,909,000 acres, as compared with 2,595,000 in 1900, and says that the prospect favors a high rate of yield and a total crop the largest ever known.

The normal flaxseed harvest in Kansas and Missouri is over 2,000,000 bushels. An estimate on the present crop in those states, by Flax Inspector Stevens of the Chicago Board of Trade, places the Kansas yield at 800,000 bushels and that of Missouri at 340,000 bushels, or a total of about 1,150,000 bushels of seed, against a normal of 2,000,000.

John Bannon, whose linseed oil mill at Grand Forks, N. D., was burned some weeks ago, has decided to locate at West Superior, Wis. It was a choice between that city and Crookston, Minn., but Mr. Bannon decided in favor of West Superior, though Crookston citizens were ready to put up a substantial bonus. Mr. Bannon is erecting a five-press mill to start with.

The Commercial Record estimates that during the past two years the average annual consumption of flaxseed in this country has been 16,570,000 bushels, and counting the reduction of oil stocks for the same time it would be increased to 17,000,000 bushels. The crops of the two years aggregated 36,950,000 bushels, and the imported seed 1,600,000 bushels, while the exports were 5,410,000 bushels, leaving a net supply of 33,140,000 bushels for the two years.

Minnesota and North Dakota flax is reported generally backward on account of excessive rains. In some localities the flax has been cut off close to the ground by bugs or worms. Farmers in many instances have planted the seed too deep with the disc drill. The crop is very uneven, and it is difficult to prophesy whether it will be relatively large or small. That it will be late is almost certain. South Dakota may market some flax in September, but North Dakota flax will not be available before October.

The new crop Kansas flaxseed received at Chicago has been a disappointment. Tests for oil show that it contains less than 34 per cent of oil, as compared with an average from Kansas seed of previous crops of 36 to 38 per cent. It is said that such seed will not produce over 16 pounds of oil to the bushel, which is a loss of 2½ pounds, or about 27 cents worth of oil in crushing value. This means that a larger quantity of seed than usual will be required to meet the normal demand for oil. The flax situation does not improve on closer acquaintance.

The Stevens Mill Company of Fall River, Mass., has secured control of a new machine for the treatment of flax straw, which is expected to make American flax available for the manufacture of fine linen goods in the making of which the imported fiber is now used exclusively. The company will treat this year by the new process 50,000 tons of flax straw, for which \$8 a ton will be paid at Fort Scott, Kan., where the experiments will be conducted. If successful, this new method of delinting will open up a big market for flax straw.

Charles Dickinson, vice-president of the Albert Dickinson Company, Chicago, has been abroad on a tour of investigation of the oil and flaxseed situation, and reports that flaxseed is at a high level the world over. He says: "The enormous Argentine yield, which early in the year so demoralized the French trade, has been offset somewhat by a partial failure in India, a shortage estimated now

at about 15 per cent. Seed people are awaiting the developments in Russia and America. The situation is mixed in those countries. Both crops are incomplete; both have suffered some. Russia has had intense heat in some sections. The southwestern crop in this country is short. It is too early to hazard an opinion as to the northwestern promise. The oil position abroad has been affected somewhat by the commercial troubles of Germany, but oil stocks are not large anywhere."

GRADES OF HAY AT ST. LOUIS.

Following are the descriptions of the grades of hay in force in this line on the St. Louis market:

Choice Timothy Hay—Shall be Timothy not mixed with over one-twentieth other grasses, properly cured, bright natural color, sound and well baled.

No. 1 Timothy Hay—Shall be Timothy not more than one-eighth mixed with clover or other tame grasses, properly cured, good color, sound and well baled.

No. 2 Timothy Hay—Shall include all Timothy not good enough for No. 1, not over one-fourth mixed with clover or other grasses, sound and well baled.

No. 3 Timothy Hay—Shall include all hay not good enough for other grades, sound and well baled.

No. 1 Clover Mixed Hay—Shall be Timothy and Clover mixed, with at least one-half Timothy, good color, sound and well baled.

No. 2 Clover Mixed Hay—Shall be Timothy and Clover mixed, with at least one-third Timothy, reasonably sound and well baled.

No. 1 Clover Hay—Shall be medium Clover, not over one-twentieth other grasses, properly cured, sound and well baled.

No. 2 Clover Hay—Shall be Clover, sound, well baled, not good enough for No. 1.

No Grade Hay—Shall include all hay badly cured, musty, stained, or in any way unsound.

Choice Prairie Hay—Shall be Upland Hay, of bright color, well cured, sweet, sound and reasonably free from weeds.

No. 1 Prairie Hay—Shall be Upland, and may contain one-quarter Midland of good color, well-cured, sweet, sound and reasonably free from weeds.

No. 2 Prairie Hay—Shall be Upland of fair color, or Midland of good color, well cured, sweet, sound and reasonably free from weeds.

No. 3 Prairie Hay—Shall be Midland of fair color, or slough of good color, well cured, sound and reasonably free from weeds.

No. 4 Prairie Hay—Shall include all hay not good enough for other grades, and not caked.

No Grade Prairie Hay—Shall include all hay not good enough for other grades.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATOR WANTED.

Wanted, for cash, grain elevator doing good business, in good town. Give full particulars first letter.

WM. W. BOUSLAUGH, Sumner, Iowa.

INSPECTION ENVELOPES.

Best envelope known for mailing samples, seeds or flour. Your customer can inspect sample without removing from envelope.

INSPECTION ENVELOPE CO., Box 542, Mt. Sterling, Ky.

POSITION WANTED.

Wanted, position by young man with experience as bookkeeper or assistant manager. Also general store experience. Married. Address

J., Box 8, care "American Elevator and Grain Trade," Chicago, Ill.

WANTED.

Position by a thorough, practical grain man, with a grain or elevator house, as buyer or seller of grain, manager or superintendent of elevator, or to represent such firm on the St. Louis Merchants' Exchange. Also experienced in office routine and flour milling. Can give best of references. Address

S. E., Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

NO MORE MUSTY CORN.

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to

N. S. BEALE, Tama, Iowa.

WANTED.

Wanted, old engines, boilers and scrap iron.

For sale, complete power plants.

We can rebores your cylinder and valve seats right in their position. Address

FISHER MACHINE WORKS, Machinists and Engineers, Leavenworth, Kan.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

WANTED.

A first-class bookkeeper for auditor for line of 25 grain and implement stations with \$10,000 to \$15,000 cash, to take stock in the business if found satisfactory on investigation. First-class references exchanged. Address

AUDITOR, Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FOR SALE.

One 42-foot, 60-ton track scale. In first-class condition. Address

ILLINOIS, Box 8, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

Fairbanks & Morse Gasoline Engine, 4 to 5 horsepower. Good as new.

CROWN MFG. CO., 506 Second St. S., Minneapolis, Minn.

OAT CLIPPERS.

For sale, two No. 9 Invincible Oat Clippers. Complete and in first-class order. For terms and price, address

W. D. JUDD, St. Louis, Mo.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

TRACK SCALES FOR SALE.

Fairbanks pattern, 45 tons' capacity, 36-foot platform, double iron beam with brass face, combination poise. All in first-class repair.

McFARLIN GRAIN CO., Des Moines, Iowa.

BARLEY GRADERS.

For sale, two King Barley Grading Machines, capacity 2,000 bushels per hour. Practically new. Not handling barley so have no use for same. Address

PEAVEY GRAIN CO., 79 Board of Trade, Chicago.

W. S. GILBREATH, Pres. Long Distance Telephone Canal 341

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SEED MERCHANTS.

Clover, 236 242 Johnson Street, Orchard Grass, Timothy, Blue Grass, Hungarian, Flax Seed, Millet, Buckwheat, Red Top, Pilsen Station, CHICAGO. Etc., Etc.

E. R. Ulrich & Sons, SHIPPERS OF WESTERN GRAIN,

Especially High Grade White and Yellow Corn,
Also Mixed and White Oats.

Elevators along the lines of the following railroads in Central
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Main Office, 6th Floor, Illinois National Bank Building,

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Write for prices delivered.

No Wheat For Sale.



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GRAIN BAGS,

Jute Grain Bags,
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EVERY DAY IN THE WEEK

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The Garry Iron and Steel Roofing Co.,

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Steel Roofing,
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We make Patent
Cap Roofing, Roll Cap Roofing, "V"
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We make a specialty of
Corrugated Iron and Metal Roofing
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And take contracts either for material alone or job completed. We have done a large amount of this work in the past three years, in fact, we are the largest manufacturers of this material in the Western States. Write us for prices. We can save you money.

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[We will not knowingly publish the advertisement of a
bucketshop keeper or irresponsible dealer.]

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RICHARD GAMBRILL, Western Manager, Chicago, Ill.

DANIEL McCaffrey's Sons,

Leading Hay Dealers,

PITTSBURG, PA.

Consignments solicited. Reference: Duquesne National Bank

ESTABLISHED 1867.

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CONSIGNMENTS and FUTURES given special
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Ask for our "Daily Market Letter and Track Bids."
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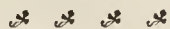
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100,000 bushels. We are always in the market for corn, and
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That a Strong, Energetic, Successful Correspondent
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MACDONALD'S PATENT STORAGE BINS

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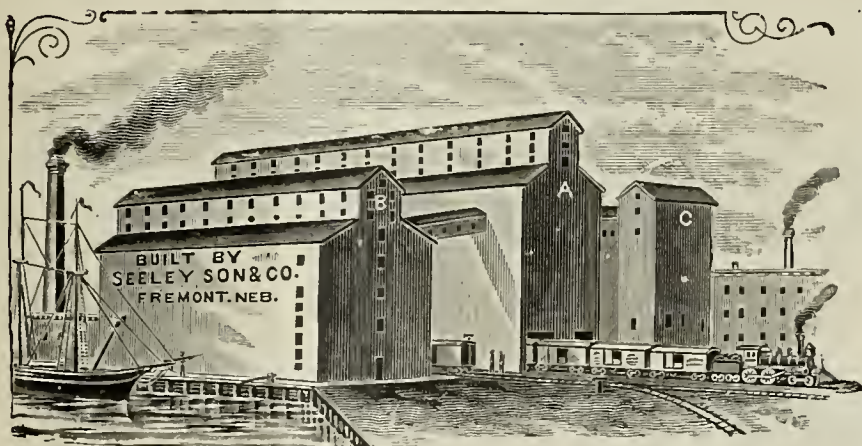
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PLANTS OF ALL
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Cleaning Machines,
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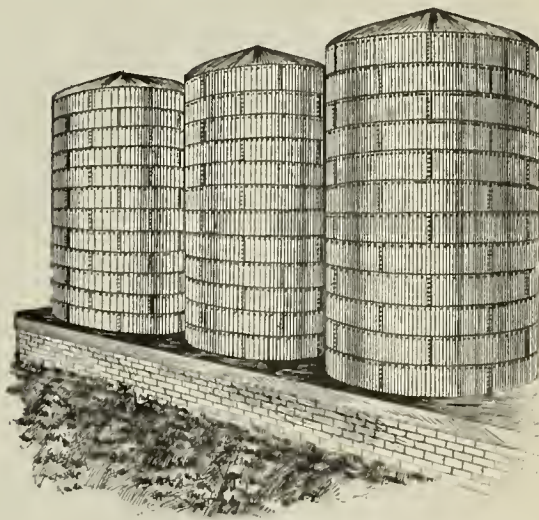
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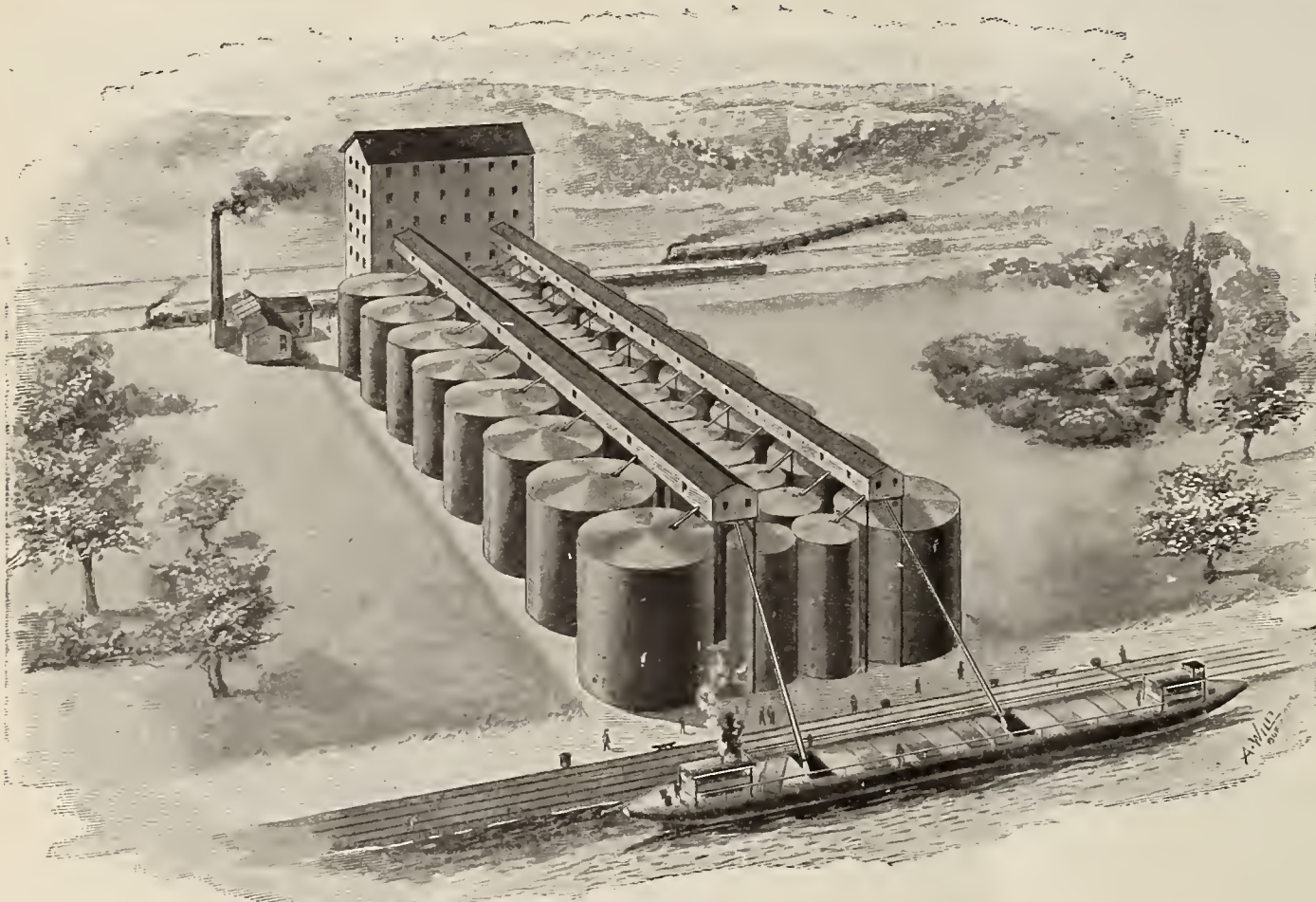
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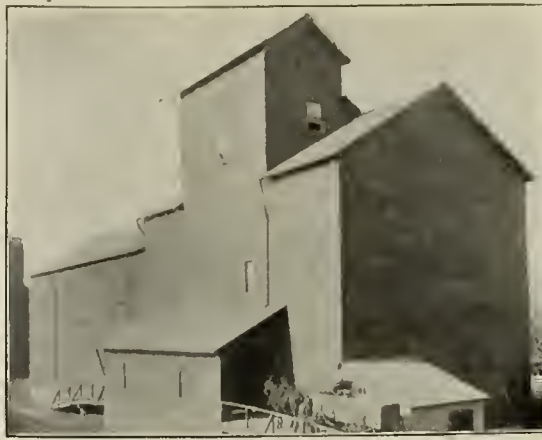
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Cleveland Elevator Company's Elevator, Cleveland, Ohio.	500,000
Erie R. R. Transfer & Clipping House, Chicago, Ill.	100 cars in 10 hours
Manchester Ship Canal Co.'s Elevator, Manchester, England.	1,500,000
Burlington Elevator, Peoria, Ill.	500,000
Canada Atlantic Railway Elevator, Coteau Landing, Que.	500,000
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Union Elevator, East St. Louis, Ill.	1,100,000
Chesapeake & Ohio Ry. Elevator, Newport News, Va.	1,000,000
Grand Trunk Ry. New Transfer House, Chicago.	500,000
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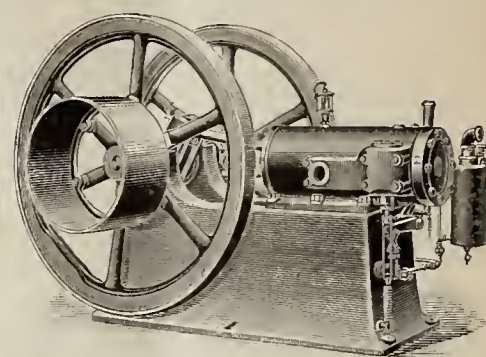
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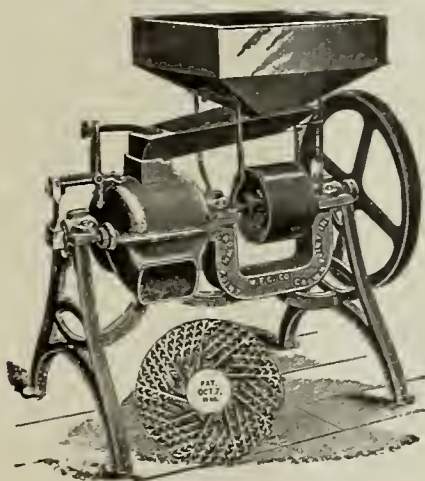
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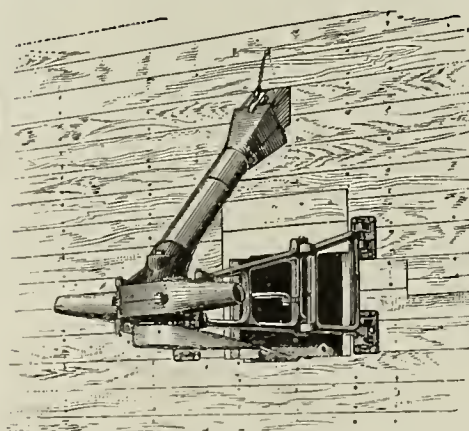


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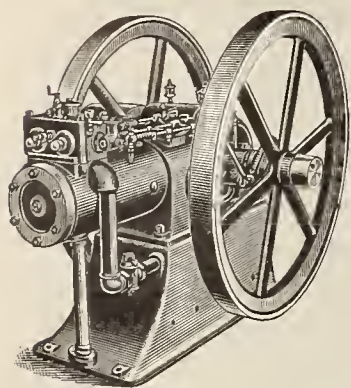
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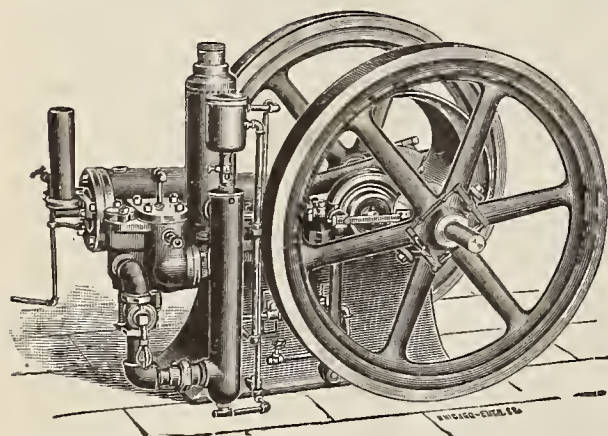
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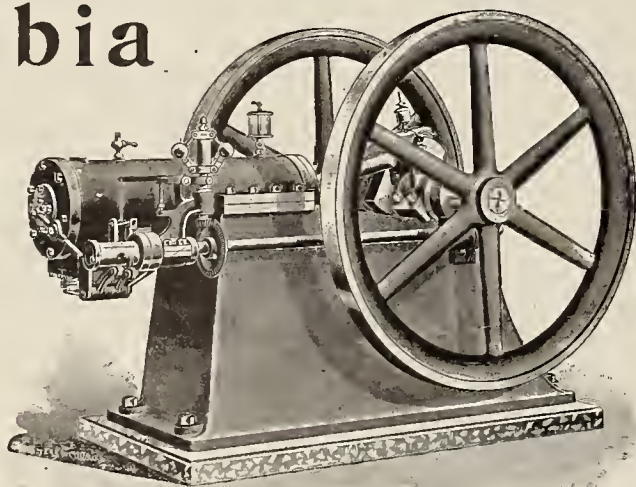
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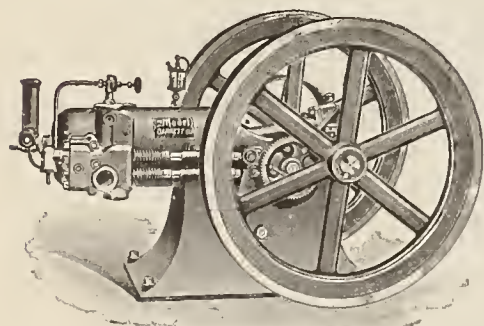
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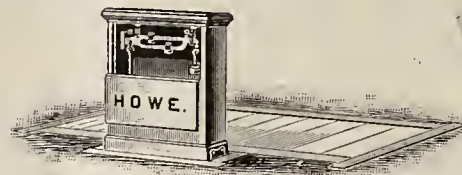
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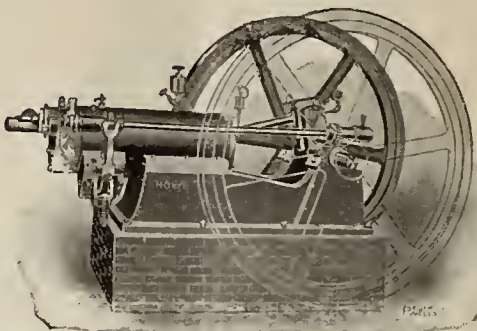
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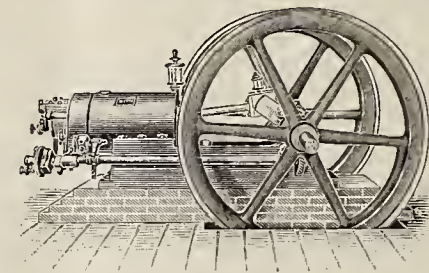
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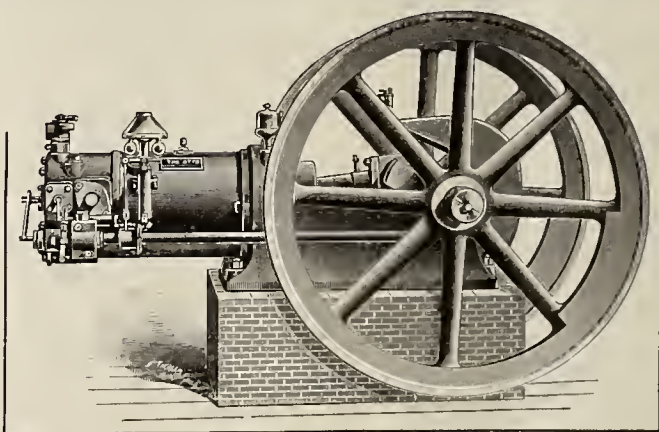
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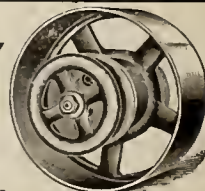
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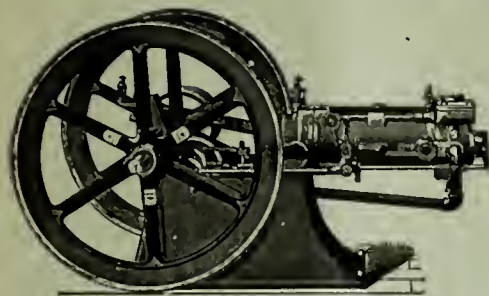
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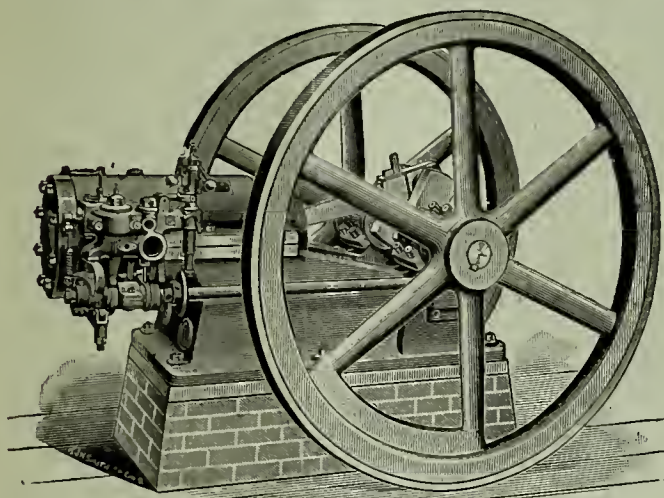
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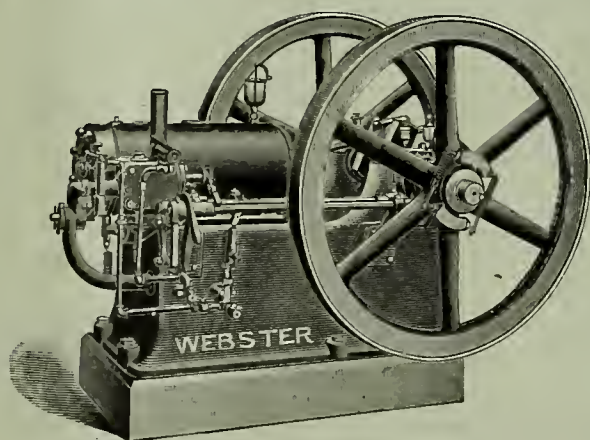
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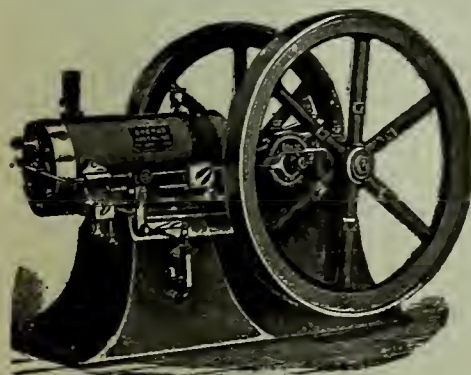
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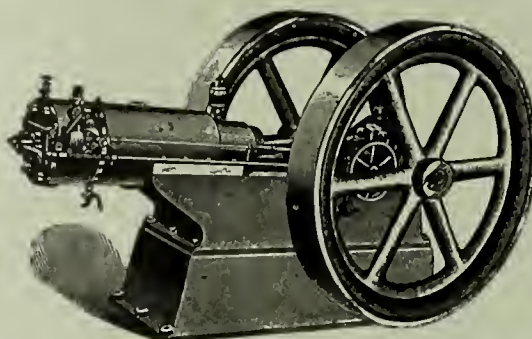
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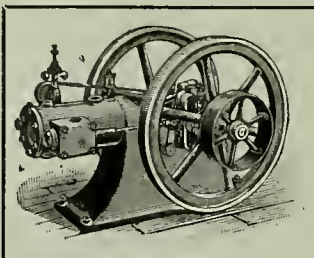
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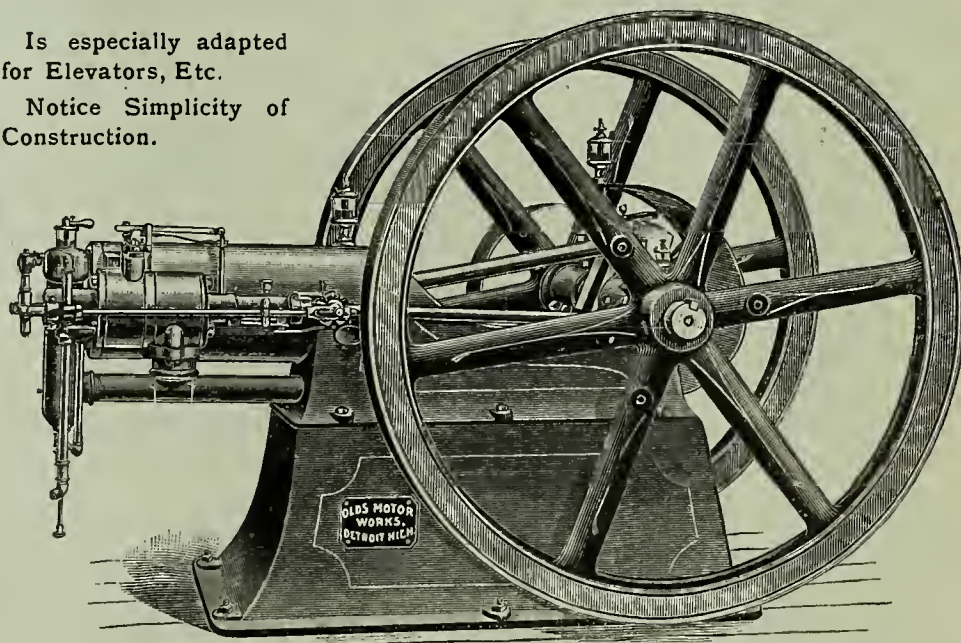
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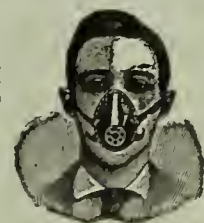
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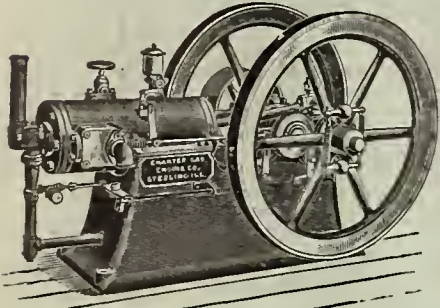
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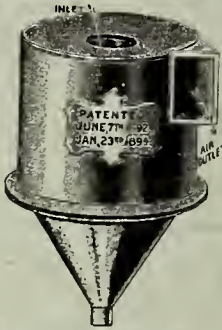
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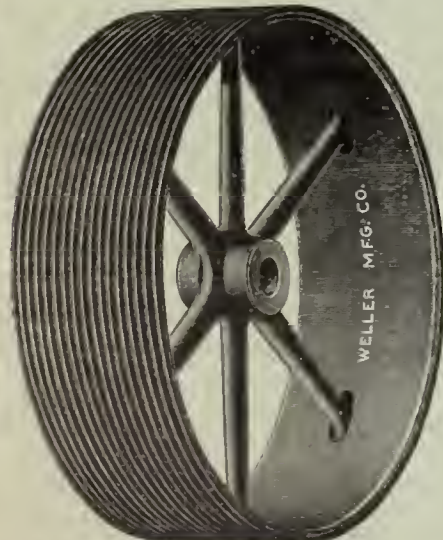
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